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Per Doz......\$24.00 NVALUABLE DURING CHANGE OF SEASONS.

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CHAMPAGNE

MUMM JULES

PINTS, \$50; QUARTS, \$48.

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THE HONGKONG DISPENSARY.

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This World-renowned Fine OLD HOHLAND WHISKY, Sole Shippers—CU G.ER, PALMER & CO., is obtainable in Hongkong of their Agents. SIEMSSEN & CO.

Hougkong, 1st January, 1901. OUTLER, FRAMER



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WEEK DAYS. 7.80 a.m. to 8.00 a.m. ... Every 10 minutes, 8.00 a.m. to 8.30 a.m. ... Every 15 minutes. 8.80 a.m. to 0.30 a.m. .. Every 10 minutes. 9.30 a.m. to 11.00 a.m. ... Every 15 minutes. 11.80 s.m. to 12.45 p.m. ... Every 15 minutes. 12.46 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.45 p.m. Every 15 minutes. 1.46 p.m. to 2.15 p.m. ... Every 10 minutes. 2.16 p.m. to 8.00.p.m. ... Every 15 minutes. 3.30 p.m. to 5.30 p.m. ... Every 16 minutes.

6.30 p.m. to 8.00 p.m .. Every 10 minutes. NIGHT CARS. 8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very | hour. 8,00 s.m. to 8.80 s.m. ... Every 15 minutes.

8.30 s.m. to 9.30 s.m. ... Every 80 minutes. 9 30 s.m. to 10.80 s.m. ... Every 15 minutes, 10.80 a.m. to 11.00 a.m. ... Every 10 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes. 1.00 p.m to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 8.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS as on Week Days.

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CHATEAU LAROSE (a full and rich Wine of delicate flavour) 11.00 19.00 BURGUNDY. 29.00 CHAMBERTIN (a full-bodied Wine of excellent aroma) CHAMPAGNE AYALA & CO. (extra quality, dry) \*\*\* 36.00 ROUSSILLON & CO. (Reserve Cuvis) ... ... ... SAUMUR ("Dry Royal" a splendid dry sparkling Wine) The above Wines are of exceptionally good value, and a trial will induce further purchases.

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A fine, full, and fruity wine.

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COURT DRESS SHOES. DANCING PUMPS. TENNIS SHOES. NEW ANNUAL VOLUMES of "CHUMS," "BOYS" ANNUAL" and "GIRLS ANNUAL."

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A First Class Hotel in every respect

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Cuisine excellent : under Experienced Ma-Terms Moderate. A. FONSECA,

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COOD Accommodation. Excellent Cusine.

Every Convenience for Tourists. T. F. DA CRUZ, Manager. Canton, 1st October, 1901.

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Pronounced by Comoisseurs to be the

BEST BRAND in the FAR EAST.

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A.-THORNE'S BLEND... \$10.80 B.—GLENORCHY, MELLOW

BLEND, a fine 'Sona'

WHISKY of great age ... 10,80

C.—ABERLOUR-GLENLIVET 12.00 D.-H.K.D. BLEND of the Finest

Old Malt Scotch Whiskies 14.40

# A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY,

On the 26th October, at No. 25, Range Road, Shanghai, the wife of DAVID GOLDMAN, I.M. Customs, of a daughter.

HONGKONG OFFICE: 14, DES VŒUX ROAD CI, LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkone, 6th November, 1901:

THE report of Mr. C. RIVETT-CAENAC, the Financial Adviser to the Siamese Government, on the Budget for the Siamese year 120 (i.e., 1901-2), the receipt of which we productive public works such as railnoted the other day, is a very interesting | " ways and irrigation which should, in document. It is, as we have stated, the "course of time, not only pay their way but first of s kind to be issued. A perusal of "also provide a profit for the Government. its pages amply tends to strengthen the "The time cannot be far distant, therefore, opinion that Siam is next to Japan the most | "when Siam will have to follow the example " of every other prosperous nation and progressive race of the Far East. She "borrow money for the development of the occupies a far more dangerous position than does the Island Empire, and even if her very existence is not threatened by one of the powerful neighbours between whom she acts as buffer-state, she at least has to be perpetually on the watch. Past aggressions, down to the retention of Chantaboon, have taught her that there can be no rest if ther, can be very much more economically she values her integrity. Even now it managed, it would be far preferable for the seems that possible complications are Government to find some other means, such threatened with the Indo-Chinese Govern- as irrigation, for the development of Siam. ment. M. Doumen's approaching visit to It has indeed been decided to frame and Bangkok is hardly tikely to be merely a carry out a regular scheme for the construcdiplomatic courtesy, and it is not certainly a | tion and upkeep of irrigation-canals in the holiday trip. But, to return to the report, interior. Mr. RIVETT-CARNAC claims with justice that the finances of the Siamese Government are side we wish to refer, and that is to the in a satisfactory condition and points to the | Education Department. The report shows elasticity of the revenue consequent on the estimates for the years 119 and 120 as improved administration and better govern- 656,389 and 954,760 Ticals respectively, the ment, while the expenditure is well under | increase thus being 298,371 Ticals. Yet control. The Estimates for the year 102 | the actual figures for 118 were only 261,148 had been made up to show a small surplus | Ticals. The enormous rise manifests the of 25,712 Ticals, when the award in the case of Messrs. MURBAY CAMPBELL' v. the Siamese Government for prematurely closing the contract for the Korat Ruilway construction came in, requiring a sum of £161,000 being paid to the firm. A deficit of 2,774,288 Ticals therefore had to be entered in the budget: "But," says Mr. RIVETT-CARNAC, "thanks to the foresight of the Government in taking advantage of the favourable rate of exchange to remit to London in 1899 and 1900 for temporary investment a considerable portion of our instruments of modern civilisation, the surplus Tieal balance, we shall find no country is in no danger of financial lifficulty in meeting the award on due date." Moreover, owing to the above-mentioned

elasticity of the revenue, it is not certain that the year will not, like its predecessors, close after all with a small surplus.

The report goes on to take the estimated figures of the sources of revenue and expenditure, compared with past years. Into most of these we do not propose to enter, but a few heads are especially worthy of notice, and under two of these the Financial Adviser takes the opportunity of sounding the note of warning against too rapid pro-The former of these is that of Post Office and Telegraph Revenue. Increases of 19,383 and 52,134 Ticals respectively are expected, but nevertheless the working of the Department is not looked on as satisfactory. The net losses for the years 118, 119, and 120 are 295,371, 638,424, and 739,238 Ticals, and the report says :- " Although it cannot be expected that the Department should work at a profit for some years to come, it is quite out of the "question that the loss should continue to "increase at the rate brought out by the figures. The telegraph system of Sian " has been enormously extended during the " past few years, and telegraph stations have been apparently established in the interior without due regard as to whether they would pay or whether the political and "commercial advantages to be derived from "them would compensate for the expenses "of their construction, working, and main-"tenance." There are six new lines planned in the Budget, and Mr. RIVETT-CARNAC says :- " I am decidedly of opinion, in view " of the deficit with which we are confronted, "that the immediate necessity of these lines should be seriously reconsidered by the · Cabinet and as many as possible postponed " to a more favourable occasion. "would take the present opportunity for

Government the desirableness of appoint. "ing a small committee to consider the "whole question of the extension of the " telegraph system of Siam and to draw " up a scheme for the gradual execution of " with the present policy, being constructed " directly by the Government and the " necessary funds are being provided out of " Revenue. Up to the end of December "last the Government had spent out of "Revenue no less than, in round figures, "21,000,0000 ticals on the construction of "railways during the last ten years. Add "to this the expenditure betweeen the 1st "January and 31st March of the year 119 "(1901); the Railway Arbitration Award, "2,860,000 ticals, and the provision for the construction of milways during the year "seen that current Revenue will have "provided, by the end of the year 120, the "enormous total of close on 27,000,000 ticals "for the construction of railways. My "opinion, is that the time has come for the Government to discontinue the present The administration of the country is being rapidly developed and " more money must be spent year by year on Justice, Police, Education, Ordinary " Public Works, and Administration gener-"ally, and the country should not be called "upon to defray out of Revenue the cost of

"suggesting for the consideration of the

"system of productive public works." The report goes on, a few lines later, to say that unless railways can be constructed very much more economically than has been the case with the Korat Railway, and fur-

"country by a judicious and well considered

To one other point on the expenditure strenuous efforts of the Siamese Government to spread education among the people. It may be noted that Mr. RIVETT-CAENAC. recommends a postponement in the construction of a new building for the King's College, Bangkok, for which the Estimates for 120 contain a provision of 200,000 Tiçals. "go slow." Siam does not seem to require stirring up to hasten the rate of her progress.

echo of what he states at the beginning:-"It will easily be seen that the Government " is in a remarkably strong financial position. "The Revenues are showing themselves to

"be clastic and they are being rapidly got "under better control. The expenditure "also is being more and more devoted to "improvements in the administration of "the Government with a view to the safety, convenience, and happiness of the people, "while the audit and control of the dis-"bursements by the Financial Department "is becoming real and effective."

H.M.S. Blenheim arrived yesterday from Weihaiwei, and the U.S. transport Justin from Cavito.

We are requested by the Committee of the Society of St. Vincent de Paul to thank the ladies and gentlemen who so kindly lent their resistance in making last Sunday's file the success it was. The gross sum realised amounted to the handsome total of about \$3,000.

We regret to learn that Lieut. Blake, A. T.C. to His Excellency the Governor, and Major Warren, His Excellency's Private Secretary are both suffering from indisposition. Flag-Lieut. Wrottesley, H.M S. Barfleur, is under taking the secretarial duties meanwhile.

A correspondent writing to an evening contemporary signs himself "Fiat Justitia aut Coclum." Surely this is a case of "Priscian a little scratched." Or can it be that the correspondent in the ordinary phrase adjured "the Heavens to fall" and that it was the printer who transformed them into something like the name of a popular pill?

We are glad to be able to state that Sir Thomas Juckson received a telegram from London on Monday night containing the intelligence that his son, Lieutenant Jackson, 1st King's Own (Royal Lancaster Regiment), A.D.C. to the late Colonel Benson, was quite safe, not even having been wounded in the violent Boer attack on Colonel Benson's column near Bethel.

Spontaneous combustion set on fire an immense heap of coal, the property of Messrs. Marty & Company, which is at present stored with the Kowloon Wharf & Godown Company "their proposals." Similarly, with regard at Yaumati. The fire, which must have been to railways, Mr. RIVETT-CARNAC says: - | smouldering for a long time, first showed itself. "The railways of Siam are, in accordance on Monday night about six o'clock. The brigade from Yaumati and a floating engine were quickly at work on the flames, which they eventually succeeded in smothering. The floating engine is now lying by.

Sir Ernest Satow, His Majesty's Minister at Peking, arrived in Hongkong yesterday on board H.M.S. Blenheim upon a visit the port. The Minister came on shore shortly after two p.m., and his launch was saluted by the warships lying in the Harbour, At Murray Pier, Sir Ernest was received by Flag-Lieut. Wrottesley. H.E. the Governor's Private Secretary temporarily, and took his seat in the chair "120, viz., 2,000,000 ticals, and it will be sent down for his conveyance to Government House. The band of the Royal Welch Fusiliers wasinattendance, also a guard of honour from the same corps. On arriving at Government House the Minister was welcomed by His Excellency the Governor. Later in the afternoon the party paid a visit to the Peak, returning to Government House for dinner, to which a numerous company had been invited. We'understand that Sir E. Satow will go to Canton to-day and stay for a day or two, afterwards returning to Hongkong. His stay here will in all probability extend to the beginning of

> Kowloon residents, whose complaints regard. ing shortage in their water supply are eyer. recurring, can get an insight into the way in which the deficiency is brought about by paying a visit to the neighbourhood of the military camp. Near the gate is a hydrant from which the native soldiers procure water for washing purposes. But instead of drawing the water off in buckets and cleansing them. selves at the expense of only the necessary amount, many of the men are to be seen every day washing at the hydrant with the water running at full pressure and causing great waste. The Indian soldier is certainly as much entitled as is the European to a requisite supply, but where such careless and even culpable waste takes place, it would be a good thing, surely, for the officers to take steps to prevent a perpetuation of the evil. Indeed, the habit which some of the soldiers have developed of performing their ablutions on the public road would itself be nothing the worse for revision by their military superiors.

The Police Force has lost another member in the person of Lance-Sergeant George, who pneumonia at half-past ten o'clock yesterday morning. The deceased was subject to epileptic district on Tuesday last he had a seizure and fell down a steep embankment into a pool of water at the bottom. The fall resulted in rather severe bruises to his face and head, and when he regained his senses some time later he reported himself to Inspector Robinson, Shaukiwan, who had him sent to the Government Civil Hospital for treatment. His long partial immersion in the water when he fell down the embankment had its effects in the development of the attack of pneumonia which ended in his death. Lance-Sergeant George was only about His advice here as in other departments is 25 years of age. He came from Plymouth three years ago, and quickly made himself a favourite with his brother officers on the Police Her danger is in the opposite extreme. Yet Force of the Colony. He was energetic and in spite of very large expenditure on the painstaking in the discharge of his duties, and, connected with the Force, had a pleasant tenor voise that always made him welcome at smokshipwreck. Mr. RIVETT-CARRAG concludes ing concerts, etc. The funeral takes place this his report with the following words, an afternoon.

M. Loubet has signed a decree authorising native courts in Tonkin.

On the 1st inst. the only warship in Amoy harbour was the Japanese cruiser Tateuta.

The farce Kleptomania has been presented for a second time by the Shanghai A.D.C., with great success.

Governor Truppel of Kiaochau arrived at Shanghai on the 31st ult. and intends to stay there for a fortnight.

Mr. J. Burtenshaw, Superintendent of the British Gaol at Shanghai, retires on pension, after twenty years of service,

The Emperor of Japan has conferred on Mr. E. A. Hewett, the new agent for the P. & O. S. N. Co. in Hongkong and late Chairman of the Shanghai Municipal Council, the Fourth Class Order of the Sacred Treasure.

The Hon. Secretary of the Hongkong Hockey Club informs us that the opening game will take place to-morrow, 7th inst., commeneing at 4.30 pm., on a new ground to the north of the Hongkong Football Ground.

The Boer camp in Ceylon seems to have been busy at cricket lately, to judge by the most recent Colombo papers. It may be noted that there is no complaint of excessive scoring, as the bowlers have it fairly well their own way.

The Emperor and Empress Dowager went at 10 o'clock on the morning of the 30th ult. to sacrifice at the three ancient temples of Kuanlin, Lungmen, and Hsiangshan, returning to the temporary Palace at Honanfu at five in the afternoon.

A Fusan desputch, dated 21st October, says: -The Russian negotiations for the purchase of certain lots of ground on the coast-line at Fusan have failed, and Mr. Sokoff, Russian Consul at Masampo, who has been at Fusan in connection with the business, refurned to his post to-day."

In his article on "Manchuria in Transformation" in the October number of the Monthly Review, Mr. A. R. Colquboun says of the Russian towns on the Amur that " they are as ugly as it is possible to make them, but after their fashion have some pretences to civilisation and comfort. Almost every one, for instance, can boast of at least one gramaphone and one automatic organ!"

A Japanese fisherman who had been fishing off Kokusan Island reports having discovered a sunken steamer. He says the vessel appeared to be about 700 tons displacement. The name of the vessel is not known. A Japanese police officer has gone from Mokpo to the scene, accompanied by the fisherman. It is thought the vessel may be one built by the Osaka Iron Works, which was lost on her way to Formosa about two months age.

Le Courrier d'Haiphong says that the sudden decision of Governor-General Doumer to transfer various government departments from Saigon to Hanoi has caused a sensation in the former town. The Courrier is not surprised, but reminds its readers that four years ago, when M. Doumer "decapitated" Tonkin, it protested indignantly. "Our opinion has not changed since," concludes the Haiphong journal. "Cochin China is capable of doing without a Governor. Tonkin is not."

Vice-Admiral Bendemann has received intimation from Berlin that he will be recalled within two months, his time having expired, says the Mercury. It further intimates that his successor will be Rear-Admiral Geissler. late Commander of the battleship squadron in China. As Vice-Admiral Bendemann will leave Shanghai within a few days, in order to go first to Kinochau, and then stay for the winter in Southern waters, the German Association has given a farewell dinner to His Ex-

The Union of Shanghai objects to the statement, in an unofficial notice promulgated by the British Consul at that port, that Saturday next is the King's "Birthday." The Union says the 9th inst, is the "anniversary" only of King Edward's Birthday. Surely even a British Consul is allowed to use an expression warranted by the universal practice of ordinary speechnot to mention the fact that Shakespeare, in Julius Caesar and Antony and Cleopatra, twice uses the word in the same sense. "This is my birthday" should be a familiar enough quotation. The Peking correspondent of the N.-C.

Daily News wrote on the 24th ult.:- There is an impression that the Ministers, being mostly new to the place, will yield to the solicitations of the Plenipotentiaries by allowing the Legation guards to be diminished. To us it seems folly for this to be done, until the Court is really back, with intention to stay and to carry died in the Government Civil Hospital from our reforms. The Chinese Plenipotentiaries Government at Tientsin, be disbanded, so that fits, and whilst on night duty in the Shaukiwan | the Viceroy of Chihli can resume his rule in complied, and we hope they will hold out for a long time to come. Affairs have not reached a termination whereby evidence of a foreign occupation could pass away. Let the Court really come back first .- In this same line is the attempt to get transferred to the Chinese the railway between Peking and Shanhaikwan. is acknowledged that the railway was originally an Imperial Railway, the money being mostly loaned by the English. Under British military management the shareholders have fared well. Besides the station outside the Temple of Heaven, another and more popular station is outside the Ch'inman, where buildings have been put up for the British military guard. The present station-master is Capt. Cox, who has been here since the relief in connection with the 16th Bengal Lancers. If the railway should be handed over, there would certainly be a removal of the two stations to outside the walls of the city.

TELEGRAMS.

REUTER'S SERVICE.

London, 3rd November.

THE ATTACK ON BENSON'S COLUMN-LOUIS BOTHA IN COMMAND.

Commandant Louis Botha was in command of the Boers in their attack upon Colonel Benson's column. The British guns, it appears, were so situated that neither aide was able to touch them.

The Boer less is estimated at between 300

SHANGHAI RACES-AUTUMN MEETING.

FIRST DAY-5TH NOVEMBER. I. THE SUBSCRIPTION PLATE. Three-quarters of a mile. Value, Tls. 200, Second, 50. Third, Tls. 25. For subscription. walers of this Meeting. Weight for inches

as per scale. Entrance, Tls. 5-1. Mr. St. Casse's Golden Bell

2. Mr. Bronson's Annie 3. Mr. Tarporley's Innocence II

II. THE CRITERION STAKES.—One mile. Value, Tis. 300, Second pony, Tis. 50. If five or more starters, third pony Tls. 25. For China ponies. Weight for inches as per scale. Entrance, Tis. 5.

1. Mr. George Pott's Desert King 2. Mr. John Poel's Set 3. Mr. Duplex's The Dealer

Time 2.4 2/5 III. THE MAIDEN STAKES,-Three-quarters of a mile. Value, Tls. Suo. Second pony, Tls. 75. Third pony, Tls. 50. For china ponies that have never run at any Meeting. Weight for inches as per scale. Entrance,

> 1. Mr. Ring's Arcier 2. Mr. Jay's Disgrace

3. Mr. Moli's Recorder Time 1.32 2/5

IV. THE MALOO PLATE. - Half-a-mile. Value, Tls. 150. Second pony, Tls. 50. For China ponies. Weight for inches as per scale, Entrance, Tls. 5.

1. Mr. Mellaw's Balder 2. Mr. Oswald's Royston

3. Mr. Crawford's Esperance Time 59 2/5

V. THE CLUB CUP.—Two miles. Value, Tls. 200. Second pony, Tls. 50. If five or more starters, third pony Tls. 25. For China ponies. Weight for inches as per scale. Griffins at date of entry allowed 7 lbs. Entrance, Tls. 5.

1. Mr. Rodot's Chessy 2. Mr. Buxey's Rose de France

3. Mr. Oswald's Dunles Time 4.29.

VI. THE LOTTERY STAKES .- One mile and a half. For all China ponies. Value, Tls. 200, added to a sweepstake of Tls. 15 each. Forfeit Tls. 5, if declared on or before the date of closing the entries for the Autumn Meeting, when the balance Tls. 10 is to be paid, and the name and colour of the pony declared. stakes will be divided as follows:-First pony, 70 per cent, second pony, 20 per cent, and third pony, 10 per cent. Weight for inches as per scale. Winners of a race of one mile or over to carry 5 lbs. extra, Griffins which have arrived in Shanghai on or after 1st August, 1901, allowed 7 lbs. Non-winners and griffins purchased prior to above date, allowed 4 lbs. No ponies qualified to run unless entered at Antumn Meeting, in an official race.

1. Mr. Barley's His Majesty 2. Mr. Ring's Amphion 3. Mr. Kannek's Ichimurd

Time 3.17 3/5. VII. THE AUTUMN COP.—One mile and a quarter. Value, Tls. 200. Second pony, Tls. 50. If five or more starters, third pony Tla. 25. For China ponies. Weight for inches as per scale. Winner of the Criterion Stakes 5 lbs. extra. Non-winning jockeys allowed 5 lbs.

Entrance, Tls. 5. 1. Mr. John Peel's Set 2. Mr. Dupler's The Dealer 3. Mr. Robson's Loyalty

Time 2.42 VIII. THE WHANGPOO STAKES.—One mile and a half. Value, Tls. 200. Second pony, Tls. 50. If five or more starters, third pony Tis. 25. For China ponies, being bona fide griffins at date of entry. Weight for inches as per scale. Winners of a race, 5 lbs. extra. Entrance, Tls. 5.

1. Mr. Bronson's F.K. 2. Mr. Clough's The Leader 3. Mr. Jay's Frivolity

IX. THE BRITISH MILITARY CUP. - One mile and a quarter. Presented by Major-General Richardson, C.B., C.B.I., C.I.E., and the Officers of the British Military Garrison in Shanghai. Second, Tis. 50. If five or more signed by the defendant in fayour of the starters, third Tls. 25. For enbscription plaintiff. walers of this Meeting. Weight for inches as per scale. Winner of the Subscription Plate, 7 lbs. extra. Entrance, Tls. 5.

1. Mr. H. Morriss's Wahine 2. The Old Firm's Black Snake 3. Mr. C. Crane's Corsair Time 2.23

X. THE FAT-WAH CUP.-One mile. Value, Tls. 150. Second pony, Tls. 50. If five or more etarters, third pony Tla 25. For China ponies that have never won a race. Weight for inches as per scale. Griffins at date of entry allowed 5 lbs. Non-winning jeckeys

allowed 5 lbs. Entrance, Tla. 5. Mr. Jay's Disgrace Mr. Buxey's Persian Rose 3. Mr. Mug's Little Willie

Time 2.71/5 The above results are reproduced by kind permission of the Jockey Club.

Mr. Sheldon, of Topeka, said recently that he would rather drink a bottle of red ink than a bottle of beer. Commenting on this, the Kansas City Journal says: The craving of some men for stimulants is awful. The main constituent of red ink is alcohol."

THE NEW TUNG WAH HOSPITAL.

Building operations have already been begun at the new Tung Wah Infectious Discuses Hospital at Kennedy Town, and we understand that the ceremony of laying the foundationstone will be performed by His Excellency the Governor on Monday, the 18th inst. The site adjoins the Government Infectious Diseases Hospital, and, when completed, the now institution will be devoted entirely to the reception of Chinese patients, who up till now have for the most part been housed in matsheds during epidemics. Being practically open on all sides, the site is eminently suited for an hospital. The plans have been prepared, and the work is being supervised, by Mr. B. Brotherton Harker, architect, Hongkong. The new buildings will be in the Renaissance style of architecture, and the finished structure will have an imposing appearance. It will be of two stories through-

From the main entrance, which opens into the peption hall, corridors lead to the three ward pavilions constituting the principal part of the hospital. On the right and left of the grand entrance are the two administration blocks, containing doctors rooms, dispensarios, offices and stores on the ground floor, and nurses dormitories on the upper flat. In each of the pavilions there will be twenty beds-ten on each floor-so that accommodation will be given for sixty patients in all. But besides these, the convalescent ward will have seven or eight beds. The mortuary is to the south of the main buildings and is connected with the wards by a covered way. On the same side are the kitchen, wash-house, servants' quarters, &c.

The interior of the buildings will be executed in modern style, and plastered with Keene's cement. Ventilation, lighting, and sanitary arrangements are to be of the most approved kind. Present-day requirements will be met by the structural separation of the lavatories from the wards, as well as in many other minor

The memorial stone will be placed at the north-west corner of the buildings, in one of the administration blocks. It is expected that the erection of the hospital will be completed in a little more than a year, and it may be added that ground is available for a considerable extension of the institution should it be desired;

CURTAILING THE WATER SUPPLY.

We have received from the Hon. the Colonisi Secretary a copy of the following letter, which explains a notice by the Water Authority, appearing in our Edvertisement columns :-FROM THE HON, THE ACTING DIRECTOR OF

PUBLIC WORKS TO THE HON. THE COLONIAL SECRETARY. Public Works Office. Hongkong, 4th November, 1901. Sir, I have the honour to address you with regard to the question of the water supply for the City and Hill District, which, in consequence of the meagre rainfall during the past wet selection, is far from adequate to enable the system of full supply to be maintained until next year's rains arrive, unless some very unusual fall of rain occurs during the present

I consider it necessary to take steps to curtail the supply at an early date. The quantity of water in the reservoirs on the 28th ultimo aggregated 298 million gallons and the quantity drawn from the reservoirs during the preceding seven days amounts to

dry season. As this cannot be reckoned upon,

184 million gallons, At the same rate of draw-off, there was therefore 15 weeks full supply in the reservoirs on the 28th ultimo, or sufficient to last until nearly the middle of February. From this it will be seen that the full supply cannot with safety be

Allowing the full supply to be maintained until the 11th instant, the storage will then have been reduced by two weeks, leaving 13 weeks' full supply or 26 weeks' half supply. i On the latter basis, there is sufficient water to last until about the middle of May next, by which time next years rains may safely be relied upon.

It has been found that, by turning on the water in accordance with the notice which I enclose, the consumption is reduced by about half, and I therefore submit that the notice be published in the newspapers and the supply be curtailed on and after the 11th instant.

I have, etc., (Sd) W. CHATHAM, Acting Director of Public Works.

SUPREME COURT. Tuesday, 5th November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH, ACTING PUISNE JUDGE.

LAN FOOK U. TANG KO. This was a case in which the plaintiff, who is head diver in the employment of the Kowloon and Whampon Dock Company, sued the defendant, master of the On Cheung shop at Yaumati, for \$500 and interest due on a promissery note alleged to have been made out and

Mr. John Hays, solicitor, appeared for the plaintiff, and Mr. J. F. Reece, solicitor, for the

In opening the case, Bir. Hays said that on 26th July, 1899, plaintiff was requested by a friend of the defendant, also a mutual friend, to land \$500 to the defendant. On the following day he went to defendant's shop and advanced the money, and a promissory note duly stamped was then signed by the defendant and witnessed by the person who negotiated the loan, Wong

Plaintiff entered the box and gave evidence to the above effect, stating also that the note was produced by the defendant's accountant, who, it was alleged, was now dead. Defendant denied the promissory note.

His Lordship ordered reference to be mule to the Stamp Office in order to find out who requisitioned the stamp place, and when this had been done it was discovered that the place tiff himself had applied at the Stamp Office for Mr. Hays thereupon withdrew from the case.

His Lordship gave judgment for the defendant with costs and sentenced the plaintiff to three mouths' imprisonment with hard labour for perjury, and his witness, Wong Pin. to 14 days' imprisonment without hard labour. Wong Pin's old age, 61 years, accounted for the lighter sentence passed upon him.

### DR. CANTLIE ON HONGKONG.

In Vol. I. of the "British Empire Series," published by Messrs. Keegan Paul, Trench, Trübner & Co., Ltd., of London, appears an interesting article by Dr. James Cantlie on Hongkong. During his residence in the Colony; Dr. Cantlie took an active interest in all that made for the betterment of the social, civil, and sanitary life of its inhabitants. Expressions of his views upon these aspects he was by no means backward in giving while he was amongst us; concrete results of his strong advocacy of necessary reform and advancement in the sunitary administration of Hongkong he has left behind him; but no excuse is required for quoting this retrospective utterance of his, for the short comings and deficiencies which as a resident he endeavoured to rectify are still with us in a greater or lesser degree, and, in fact, his words acquire an additional weight when we consider that he writes in England, dispassionately and calmly viewing from the other side of the world our life here, and drawing his conclusions with an unbiassed mind. On Dr. Cantlie's brief historical description of Hongkong we need not touch It is written with verve, and painstaking as to facts and dates. More interesting to the dweller in the Colony are the author's opinions upon general matters.

Dealing with the personnel of the Legislative Council, Dr. Cantlie returns to the attack in characteristic fashion. In this connection he

"It will seen that the official element outnumbers the unofficial, and the sop to the public, that they are represented on the Legislative Council, is a puro fiasco. When one cloots to reside in a Crown colony one must be content to resign all rights of citizenship and be content to be ruled by a system of bureaucracy, which may be admirable, but it is one against which the British elector is inclined to revolt. The spectacle of all the officials voting one way, and all the unofficials the other, with the official majority assured by their number on the Council, is one calculated to provoke derision, and to a people with less forbearance than the British, not unlikely to cause disturbance. What is demanded in honour to the self-respect of the community is that whilst Imperial matters are dealt with by the nominees of the Crown, municipal matters should be left to the control and direction of those who subscribe the money for municipal work. The residents in Crown colonies are recruited, with but few exceptions, from the middle classes, and are surely as well qualified to manage the municipal affairs of their place of adoption as are the representatives of the working classes at home."

On the subject of the Sanitary Board, Dr. Cantlie is similarly outspoken, No spology is needed for quoting him in extenso:-

"So as to perpetuate the burlesque of pre-

tending to govern by popular methods, we find in Hongkong a Sanitary Board. The concession to the Board of a majority of unofficials was rendered completely futile by withholding all executive power from the Board. It is merely a deliberative body, with to recommend to the Council. The elector, trained in Britain to believe that he is entitled to a 'say' in the affairs of the Crown colony in which he takes up his residence, will be woofully disappointed. He must politically throw himself back to ante-Magna-Charta days; he must be content to lay aside all the freedom his forefathers fought for, and submit to a regime of autocratic rule paralleled only by political life in Russia. Nay, more than this, he must expect to find himself made a burlesque of, inasmuch as he is given a vote which has no influence. and a voice in public matters which has all the machinery of Government against it and fit to render it abortive. A wise autocracy is perhaps the ideal form of government, but it is one British subjects have been trained to look at sekance, and it is a little difficult to recur to system which for well-nigh a thousand years

has found no favour in Great Britain." In his remarks concerning the policing the Colony, our author says there is a divided opinion as to the expediency of loading the expenditure with Chinese prisoners of all sorts. "The gaol does not present to the Chinaman the 'bogie' it is to most Europeans. The coolie, condemend to incessant labour, and on starvation diet, finds within the precincts of the gaol rest and food and does not resent his incarceration as a rule."

For the British manufacturer-exporter, Dr. Cantlie has, as we should have expected from such a keen Colonial observer, a word in season It is not for want of warnings that the home manufacturer has allowed himself to be ousted from, or never been permitted to enter, the huge market fields of the East by his more pushful American rival and by the more adaptable German. Wide-awake British Consuls keep on writing appeals to our merchants to customers: their wails are smothered in Blue- to make their usual purchases. In furthe books: hard-headed business men who see with dismay trade slipping through British fingers join in the chorus, but Lombard Street heareth not. Oh, for a Haliburton, a Sam Slick, to spur them out of their plethoric lethargy Dr. Cantlie says :-

"The British manufacturer is, again, so conservative, so obdurate, that he will not cut | good, strong mule that used to sell for Tls. 50, his cloth according to his customer, but will endeavour to dictate to the natives what they ought to buy. In other words, he will not as to serve as pack animals. Of course Tung alter his looms to suit his customers, but will send out for sale goods in such a form and of such a quality, that it is impossible to get a market for. Take an example : in Corea all merchandise is carried on men's backs, on peculiarly arranged saddles of course a man is capable of bearing a burden of only a certain weight and form, and before British-made goods can be transported to the interior it is necessary to sprung into activity with the eastward moveannpack the goods, cut them up, and adapt them | ment of the Empress Dowager.

to the means of carriage. The British merchant declines to acquiesce in the matter, and plainly tells the Coreans that if they do not take them as they find them they can go without. Not so the German, not so the Japanese; with an acuteness which is highly commendable they prepare their goods in a 'packable' form, and naturally obtain the custom. Practically they have got a hold on the commerce of this and many other countries by the obstinacy of the British merchant, and especially the manufacturer. As in Cores, so in many countries, even in the British colonies themselves, Germans and Japanese are ousting the British, and one cannot help thinking that the incursion is well deserved. The Germans believe that the days of the commercial traveller are not numbered, the British seem to think they are. Consequently the German finds, as he travels with his sample-book beneath his arm, the people will deal with him rather than with their own countrymen, who have appeared to have given up commercial travelling, and rely on the telegraph as a means of communication between manufacturer and merchant. The hitterness of the lesson has not yet come home to people in the British isles, but it will and must come, and the starving millions of Lancashire will ruo the day they neglected the evident lessons set them to learn. The goods sent possess neither the shape nor colour wanted by people who know their own minds, and whose customs and habits are not to be altered

We have touched on only a few of the matters with which Dr. Cantlie deals in his caraprehensive article. He writes informative y of the Colony's trade, its docks and banks, its morchants and manufactories, public buildings and institutions, its climate and its defences. It only in the nature of things that he should conclude by taking a peep into the future. Dr. Cantlie, it may be mentioned, feretold the annexation of the Kowloon Hinterland and the seizure of a northern base in China. The immediate future of China, he says, is of great importance to the welfare of Britain.

because a Lancashire proprietor has put up a

mill which will produce articles they do not

"The British 'sphere of action' must be defined, and not only defined but pegged out and defended. The region of China lying between the Yangteze valley to the north and the Pearl (Canton) river to the south must be guarded, from the sea to the confines of Burma and Tibet, if Britain is to claim her fair share of influence and trade in Chins. There must be no delay in the declaration of this 'policy.' The French from the south and the Russians from the north will attempt, not openly but stealthily, to 'straddle' the Yangtsze and join hands to bar the British advance from Burma; and Hankow or Ichang will become the future

'Fashoda' of China." The recent seizures by Britain and Germany have no doubt taught the Russians a lesson. continues Dr. Cantlie, and henceforth the Russian advance will be more stealthy still until the time comes for the great coup d'état, namely, the distandment of the Imperial Maritime Customs Service of China. The more distant future depends upon whether the Russian can amalgamate with his fellow-Mongolian the Chinaman. Assimilation, Dr Cantlie thinks, is impossible unless the Chinaman can be persuaded to stop shaving his head and abandon his queue. That the Chinese are to be enslaved is not his belief; that they are to conquered by the Russians seems to him an absurdity. "Were the Chinese but to listen to their Japanese and British counseilers, and set to work to train their soldiers, it is not China that would be conquered but Russia, and the opinion of many men, who have seen the Chinese fight under European leaders, bears out the statement that the world might belong to the Chinese did they but know how t organise their latent strength."

### PRINCE TUAN AND TUNG FU-HSIANG.

From a belated copy of the N.-C. Daily News of the 28th ult. we take the following :-Readers of this paper will perhaps remember seeing in these columns several paragraphs over three months ago having reference to the movements of the notorious Prince Tuan and his lientenant Tung Fu-haising. They were reported to be busy at that time in organising an invasion from Mongolia and Shansi, respectively, into Shansi province, with the intention of capturing the provincial capital Taiyuan and using that wealthy and strong city as a base for raids into Chihli, the capture of Peking, and either the extermination of foreigners or their banishment from the North of China. Further, that the Prince with a horde of Mongols had then already passed Ninghsia, a city on the northernmost confines of Kansu and bordering the country of the Alashan Mongole, murching eastwards for an opening in the Great Wall so as to descend southwards into Shansi territory. This had been vehemently denied by both Shensi and Shansi officials and, for a couple of months, there seemed to have been no movement either in Kansu or Mongolia. News has now been received by some of the local native papers confirming our news of several months ago, with the addition that Prince Tuan and Tung Fu-helang have been energetically buying up all the ponies available in that part of Mongolia for their projected war of revenge against the foreigners; and the native papers have it that horse-dealers who annually supp adopt themselves to the needs of their foreign the southern markets were unable this summer confirmation of the news of this activity of Tunn and Tung, a Lanchow, Kansu. correspondent reports that not only have all the bes mobs in Mongolia, north of Kansu and Shansi provinces, been bought up or bespoken on behalf of Tuan and Tung, but their agents have have also actually swept the Shensi and Kansu markets clear of almost all the mules-for which these two provinces are famous - so that a cannot now be purchased unless at three times the usual price. These mules are to be used to draw baggage and commissariat carts as well Fu-hsiang is the chief paymaster of these large warlike undertakings, whilst Prince Tuan by his influence furnishes the extra modern arms and ammunition required to arm the 100,000 additional Mongol and Kunsu levies that have joined their standard. But in addition to Tung. Pu-hsiang, a Mongol Prince (? Alashan) has also come forward with balf a million tacks and 20,000 horsemen to back up the enterprise. Strange to say, all these morements have now

BUILDING AGAINST EARTH-QUAKE IN THE PHILIPPINES.

[FEOM A CORRESPONDENT.]

Manila, 24th October. It does not take a lifetime to learn Manila, but longer than Americans have been here; and many residents who hear it said, and hope it is true, that the new sovereignty is carrying the islands in a few years from the seventeenth to the twentieth century, read the building laws. framed for the city with no little tropidation. The lawmakers in their wisdom and with manifeat intent to make the city attractive and symmetrical, and to minimise fire risks, have designated zones of building called respectively the District of Strong Materials and the District of Light Materials. With the purpose of this plan no fault is found. The native likes pretty effects, and may be counted as quite ready to approve laws shaped to that end and for safety. But when lawgivers presume to set aside affairs of nature with as li the consideration for things past as they reform things traceable to man, even the credulous and confiding native shakes his head. While not wishing at all for such earthquakes as many have witnessed and of which It is a safe prediction that until such a convulsion shall pass harmless over the modernised city. the law's permission to build four stories into the air will not tempt natives to trust themselves asleep in any landing of more than half that height.

Commotions which would disturb people not accustomed to involuntary rocking occur so frequently as to pass almost unnoticed. A newcomer beyond the cradling age is very likely to be awakened by the sway of the bed, first lengthwise and then across, and the timid frequently experience a feeling not unlike seasickness. Among the phenomena observed at a recent visitation, a local newspaper mentions this :- " There were three distinct shocks. each of about three and one-half seconds duration. A party of clerks in a certain part of the city was playing poker when the first shock arrived. It scattered the chips all over the table, the result of which was that the boys who had been losing had huge stacks of blues and reds tipped over their way and the winners saw their piles disappear in an instant."

Three and one-half seconds may not seen long even when multiplied by three, testimony to the contrary could readily be gathered in a community exposed to an earthquake for that period. The travel of dreams is not faster than that experienced by the mind alert at such a time. A resident in whom the imprint of fear was laid in his boyhood, in 1883 and whom the first tremer always rouses, no matter how soundly he may be sleeping, tells of an incident of last Spring, to illustrate the slowness of time. He awoke at once as usual. On leaving the bed he struck a light, and looked at his watch, which lay open on the table, A bookcase in the room had creaked out of plumb. He gathered a wad of paper and righted that furniture by lifting one of its legs and stuffing the paper under. Then he went to the window. Under a lamp outside stood an American police officer, to whom the resident remarked that the shock was rather "Yes," the officer answered, reaching for his watch, "and it is a long one The resident walked back to the table, got his own watch, returned with it to the window. Motion ceased while he stood there, 15 seconds after he had first looked at his watch As the official report gave that time as the duration of the shock, the resident had evidently started from bed at the instant of the first commotion. He says he was not conscious of special haste in the things he did while the shock lasted.

At the Weather Bureau there is a pillar of stone sunk 10 feet into the ground, cemented as firmly as if it had grown there. It rises through the building wholly clear of the floors or framework, so that nothing can affect it except the earth itself. A wooden cylinder, like a thick pipe, is secured to the face of the pillar. With in the cylinder hangs a pendulum, with moves only with the pillar. By a lens arrangement at the bottom of the cylinder, one may watch the swing of the pendulum. It is always in motion. The degree and rapidity with which it moves vary, but it has never been known to be quiet. That is an index of what is happening to this island. A strong wind striking any part of the coast will set it in vibration and the furious storms that attack the island make i rock as if it might be blown from its anchorage This motion might not be perceptible to the physical senses even if the people did not have enough other troubles without it at such times, but the Weather Bureau pendulum tells the story over and again of a foundation that may be safe but is certainly not firm. In earthquakes, the pendulum catches fresh spasms of activity, describing every motion to which this part of Luzon is subjected. The simplest office it performs is to prove that the island is never at rest, and to warn the inhabitants that they should take that fact into serious account in building upon it.

Such data as are furnished by the earthquake record that has been kept and the continua perturbation of the ourth's surface in this region, fail unhappily to point to the slightest prospect that disaster from earthquake will cease. There is no way of reckoning with

it. The common tremors are matters for merriment, but those who have seen the climax of these warnings find them far from jocose. Probably every generation has had at least one such experience, although accounts of most of them are meagre and have been handed down in fragmentary shape. Seven of the visitations were so violent as to have survived in story and incomplete writing, and there have been three additional in the last 50 years of which it is possible to hear from actual witnesses. Workmen are now busy tearing down the rained walls of a Jesuit Sold by Stores and Chemists.

troyed in 1852. The walls are of solid masonry, shall not be of brick or masonry for a greater | Your Honour. ton feet thick at the base and tapering to height than 14 metres. If higher they must not less than four feet at the highest portion | be of steel, carry spark arresters, be secured to yet standing. There was a university building | withstand a wind of 200 kilometres per hourin the rear of the church, which was utterly rise at least five metres above any building ruined, only the foundations remaining after within a distance of 50 metres and be at least a shock of less than one minute. The debris of the university disappeared years ago, probably for paving or new foundation work, such being the purposes for which the church walls am now coming down.

The new building law presupposes that

corrugated iron roofs, dove-tailed joints, broad

foundations, truncated corners and strong

framework protected by masonry will keep

earthquakes, as well as typhoons, outside the

danger line. It provides that in the District of Strong Materials all buildings shall be of stone, brick, iron, steel, or substantial wood of approved kind and quality, and it prohibits the use within that district of nipa, bamboo and other light materials. In that district also no permit is to be granted for the material alteration or repair of buildings of light material now standing. Such buildings must be removed from the walled city and two of the wards by January next, from certain other wards by next all know, old residents wonder if nothing short. July, and from all parts of the district by one of that calmity can curb American assurance. | year from next January. A permit is to be required for all repairs in this district, based upon an application in writing, with plans and specifications attached. Specifications for new buildings must be minute. Owners must construct sidewalks and keep them in order. Building materials shall conform to legal trade and manufacturing standards and only the best lime-mortar may be used, with such proportion of sand as to insure cohesion and elasticity and with a mixture of coment, if it is to be exposed to the action of water. The maximum safe bearing capacity of the soil is estimated at twenty tous to the square metre, and foundations must be proportioned to that pressure, and must reach a depth of 50 centimetres below the general surface of the ground. In composite buildings of masonry and framework, the uprights of the frame work shall extended into the foundation piers not less than 50 centimetres, but not through them. No wooden pile or timber foundation shall be permitted above the lowest lovel of seepage water. Outside masonry walls without framework shall have a minimum thickness of one-sixth of their beight and masonry partition walls without framework shall be less than 30 centimetres thick. No main wall shall be of greater length than twice its height without partition walls for support. Only in places of worship may masonry walls without framework be more than one story in height, but composite walls of masonry and framework may be four stories high, with wall thickness of 80 centimetres at the first story, 60 at the second, 40 at the third and, 20 at the fourth. Three-story buildings must start with walls 60 centimetres thick, two-story buildings with 40 centimetres and one-story buildings of that construction must have walls 20 centimetres thick. Framework of buildings of more than one story shall be so designed and braced as to support the roof independently of the masonry filling, and to withstand a wind pressure of 200 kilometres per hour against roof and sides. No story may be built of less than three metres or more than five metres high. Floors in tenoments, dwellings, apartment-houses or hotels shall be of sufficient strength to support an imposed weight of 340 kilometres per square metre. Joists shall be connected by cross bridges at intervals of every five metres of length and joists and beams shall be secured to walls and to each other by iron anchors and straps, so that there shall be a tie running from wall to wall across the entire building at intervals not to exceed three metres. Openings more than two and one-half metres in width shall be spanned by a steel girder or properly designed arch. Lintels or girders shall not rest directly upon brickwork but upon bedplates of cast iron or granite. Framework of buildings, when not filled with masonry, shall have sufficient stability to resist a wind of 200 kilometres an hour against the area of roof

> Roofs shall be of galvanised iron, tile, or similar non-combustible material. Roof-trusses shall be of steel or substantial timber, constructed so as to support, in addition to their own weight, a uniform load of 185 kilograms per square metre over the entire roof surface, and to resist a wind of 200 kilometres per hour against an area equal to the vertical projection of the entire roof. All roofs shall be securely anchored to the supporting walks or timbers through their trasses or rafters. Steel trusses of more than ten metres span shall be constructed to allow for changes of temperature and the clear span of wooden roof trusses shall not exceed twelve and one-half metres. There is provision for buildings in interior courts, which must have a clear space of six metres around them and not exceed six metres in height. No sheds or stables shall exceed six metres in height or be constructed on the street front. Kitchen chimneys must be of theet iron, with conical spark arresters; they must be supported by iron-work and reach at least one metre above the leaves of any building within a distance of ten metres; they shall be at least 20 centimetres from any woodwork; at the point of leaving the building, the intervening space shall be

and sides.

LIFE AND VIGOUR FOR THE HAIR.-The only article which really possesses nutritious virtues for stimulating, and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes scurf, harshness, dryness, prevents the hair. being injured by illness, and should always be used for children's hair; no other article imparts such a beautiful and dressy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it; also in a golden colour for fair hair.

filled by sheet iron or brick; and all chimneys

shall pass through the roof and no opening for

one metre from any woodwork. The law goes into dotail as to theatres, meeting or amusement halls, factories, and the classification and inspection of steam boilers. There is thus no reason why Manila should be shaken, burned or blown down if a circumstantial law car hedge it with safety. The authorities seem to fear storm or fire more than earthquake. Why fire is not common can be explained only by reference to the fortune that guards the rockless, for men, women and children smoke, throw lighted matches brondcast among the essiest tinder, and nearly always there is breeze enough to fan a flame. Protection against high wind is a necessity in comfortable existence here. But when the earth, content usually with mildly swaying its bulk, comes into the open for s show of power, it leaves no doubt that it can use its giant strength like a giant. The building law will not got its supreme test until that challenger shall try conclusions with it.

POLICE COURT.

Tuesday, 5th November.

BEFORE MR, F. A. HAZELAND. POLICE MAGISTRATE.

AN EXPLOSIVE MISSILE. On the evening of the 2nd ult, a fishermus and his sister and nephew were fishing from two sampans near their jank, which wa anchored off Ah Chan island, when five natives rowed up in two boats and seized the fish that had been caught. Before taking their departure one of them threw in the direction of the two sampans a missile which exploded in the air and injured the fisherman and his nephew. They were sent to the hospital by the police, and were able yesterday to give evidence against the five men, who had meanwhile been arrested. The evidence of the sister was also taken,

after which the hearing was adjourned. NEW TEREITORY POISONING CASE.

The woman who was arrested on the 28th uit, on a charge of attempting to poison a family at Tai Shan village, New Territory (an occurrence which was reported in our columns at the time), was formally brought up and remanded till Wednesday, 13th inst., at ten

BEFORE MR. J. H. KEMP, ACTING POLICE MAGISTRATE.

"GOOD MORNING, YOUR HONOUR." Daniel Joseph Murphy, late chief mate of the steamer Tai On, and now employed in a similar capacity on a Chinese-owned, steamer, was charged with assaulting his wife, a Portuguese woman, in their house at 10, Centre Street, West Point, on Sunday night. The defendant is a big, heavily-built man nearly six feet high, and his wife is a little woman not much over five feet.

His Worship-How do you plead-guilty or The defendant, who appeared to be in liquor.

stuck his hands into his trouser-pockets and strutted up and down in front of the dock. "Yes," he said, "I plead guilty to striking my wife, but under the most provoking circumstances. She called me everything she could

The complainant, who had both eyes blackened and looked generally used up, was put into the witness-box by Mr. P. W. Goldring, solicitor, who appeared on her behalf.

His Worship-Perhaps you might state the case for your client. Mr. Goldring said the defendant left the Tai. On to take up a berth on a new ship running between Swatow and Hongkong. On Saturday night he went out and returned home some time later with three bottles of whisky, which he proceeded to consume. A Chinese compradore belonging to the ship the defendant was going to join came to see him on Sunday afternoon, and, accompanied by the wife, the defendant went over to see the ship at Kowloon. He kept the complainant waiting until halfnast six, and then brought her back to the Hongkong side of the water. He left her again and went on board the Tai On, where he remained for a considerable time. He was very much the worse for liquor when he returned and on reaching home he began to abuse the complainant, and beat her in a brutal manner. She bore it till two o'clock in the morning, and then she went out and called a constable. The officer went upstairs with her and tried to make peace between the parties. He went away about three o'clock, and as soon as he had gone the defendant became more abusive than ever. He first of all locked all the doors and shut the windows, then he threw the complainant on the floor, pulled her hair out, and kicked her. He also threatened her with a knife. At half-past eight the Chinese compradore called at the house, and seeing the state in which the complainant was and the general disorder prevailing, remonstrated with the defendant, who became rather frightened. The complainant begged the Chinaman to take her husband away, but before going out the defendant asked the compradore to say nothing about the mutter, and threatened his wife that if she left the house while he was away be would kill her. After he had gone the complainant went to the Police Station and took out a summons against her husband. The defendant had beaten the complainant several times since their marriage in

March last. His Worship-Do you press for a penalty 2 Mr. Goldring—I certainly do, and I would also ask that the defendant be bound over in a large sum of money to keep the peace. This is Dr. Atkinson's certificate as to the injuries to the complainant. (Certificate produced.)

His Worship (to defendant) - You have heard

what the complainant's solicitor has said. Have you anything further to say? Defendant (who was about to promenade th Court again, but was pulled back by a constable) -There's a lot of what the solicitor said incorrect. I plead guilty to striking my wife, but under the most provoking circumstances. could not help it (throwing out his hands).

His Worship-You will be fined \$25, and bound over in a personal bond of \$200 to keep by a Frenchman. Terms very moderate. the peace for six months.

never did anything wrong.

Defendant (to complainant) - I have no money. Pay that fine of \$25 for me, and have no more to say. You have \$170 belonging to

The Patentees-Macriven & Cameron, Limited DESERVE A NATIONAL MEMORIAL for their excellent inventions."-Dover Chronicle THE WAVEBLEY PEN. THE PICEWICK PEN. THE HINDOO PEN. THE OWL PEN. Waverley Works, Edinburgh

church in this city which an earthquake des- | them may be made in the walls. Smokestacks | me. Now then, hurry up. Good morning. The complainant left to get the money.

BREAKING HIB BOND. Leonardo Gosano, a clerk, was summoned by Inspector Collett for that he, having on 21st August bound himself over in the sum of \$100 to keep the peace for six months, was on the 4th inst. convicted of fighting and creating a disturbance in the public street. Mr. E. J. Grist appeared on behalf of Gosano.

but offered no defence.

His Worship ordered the defendant's recognisances to be forfeited, but mitigated the forfeiture to \$25, with the alternative of six weeks' hard labour. Gosano was again bound over in \$100 to keep the peace for six months.

THIEF ON THE "EMPRESS OF INDIA." Sui Chuk was caught thieving from a drawer in a cabin on board the Empress of India on Monday. He was making the best use of his time whilst the occupier of the cabin, Captain O. P. Marshall, R.N.R., was absent, and the stolen articles found in his possession made quite a lengthy list. There were four \$10 notes, one \$5 note, two \$10 (gold) pieces, fiftyfive cents in Japanese money, one dollar in Canadian money, one sixpence, ninety-five cents in silver and copper money, one cigarette case, one silver match-box; and one rope measure.

The defendant admitted his guilt, and as there were three previous convictions against him, he was sent to prison for four-months. with hard labour.

### LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer Kiautschou left Kobo via Nagasaki and Shanghai on the 4th inst., p.m., and muy be expected here on or about the 12th inst. The N.P. steamer Clavering sailed from Port

Arthur for Hongkong on the 3rd inst. The C.P.R. steamer Athenian arrived at Yokonama at 6.30 a.m., on the 5th inst., and left again at 2 p.m., same day, for Kobe.

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4 P.M.

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No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consolitation Free.

Hongkong, 23rd September, 1891.

Spanks were all right but to sneak your best

"Yah, you mean thing! If you know what

Unluckily for her future peace of mind, Chris

was disdainfully sceptical, and walked into the

he felt now that he held the trump card, and was

In this happy frame of mind he went down to

accidents hang the destinies of lovers! It hap-

pened on this special afternoon that Bob over-

ly tadpole, and want head over ears into the

pond. It was not deep, but it was very muddy,

and when he floundered out, grunting and splut-

tering, he was coated with slime from head to

foot. As soon as he was sure he was on land

again he began to consider the consequences of

his misfortune. It was against rules to go to the

pond in his school suit, and here he was, a mass

of filth that would positively invite old nurse to

strip bim, and put him supperless to bed, after

a manner most degrading to a schoolboy. Sud-

donly he had a happy thought. The cowman's

wife, an ex-mursery maid of the manor-house,

was a great friend of his, a rosy, kindly young

men a good turn, and help them from falling

under old nurse's ire. No sooner had the

thought of Emma occurred to Bob than he set

tage, and half an hour later was sitting snugly

before the fire in her kitchen, wrapped in the

comman's Sunday coat, and one of Emma's

aprons, while his clothes underwent a thorough

sponging and drying previously to being laid

(To be continued.) .

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TION OF COAL.

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the Hongkong Clab and the Cricket Club, or

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and Polka to Peak Residents.

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A 1 Code.

Hengkon v. 17th February, 1899.

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Manager

Moderate Rutes.

at the City Hall.

off at a trot neross the fields towards her cot-

I've got here, you'd be glad enough to swop,"

letter till she gave him back his string.

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attention. HOPKINS' BUTCHERY, Corner of NINGPO and SZECHUEN ROADS, SHANGHAI. Shanghai, 21st October, 1901.

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BOOME, with Board. Apply to Mrs. MATHER, 2. Pedder's Hill. Hongkong, 1st January, 1892.

### Chris was disentengling from the kitten's [tail. ALL RIGHTS RESERVED. To his supreme disgust she rolled it up, and put it in her pocket. THE NEMESIS OF A KNIF 'Hi you have no better use for your string, I shall keep it," she said.

MARY LOVETT CAMERON (Author of " At a Moorish Window," &c.).

Bob Melbury was a boy-a stodgy, uninteresting and dirty little boy. But he was the brother of Christobel and that transfigured him in Alick Farquhar's eyes and veiled his grosser qualities. One day, as Bob was on his way home from school, Alick hailed him. Bob looked round warily, and went on his way. The day before he had caught a glimpse of Alick house, caressing the kitten. Bob did not follow; through a window, trying on his new uniform, and had saluted the martial apparition with a content to wait for his property, pleased indeed yell of derision. Alick's sword got between his to reflect that he was able thus to "take it out legs in an attempt to pursue his insulter, and j'of Cris," as he put it, by keeping her letter a Bob now thought prudence was the better part | while.

"Come back, you silly little fool!" shouted the pend to fish for tadpoles. On what trivial of valour. Alick. "I'm not going to touch you. Come her and look at this." balanced himself as he stretched after a spright-"This" was a knife, one of those bulgy in-

struments with which schoolboys love to distend their pockets. Alick began to open its many blades. Bob was interested, and drew nearer. Big blades, little blades, corkserew, botton-hook, toothpick; gimlet. "Has it a tin-opener?" asked Bob.

It had. "And a bradawl ?" It had that also.

Bob was won. "It ain't a bad knife. I spose you're going. to take it to Africa with you! Useful kind of thing on active service."

Bob took the air of an old campaigner. "I shall take one like it with me, but this one I would give to any fellow who would do me a bit of a service before I leave." " Meaning me !"

" If you'll do as I ask you, you may as well have it as anyone. "Spit it out," said vulgar Bob.

"You know how to hold your tongue?" "Rather. Did I blab when the fellows made he slide outside old Nosey's door, that he fell down on and sprained his wrist? I saw it all out on the bed in the back room. from the top of Bulger's wall, and got suspected, and had up to Nosey's room to be pumped, but they got nothing out of me!" "Yes, you were all right then, but this is

quite another sort of thing." Alick fumbled in his pocket and brought out a letter. "1 want you to-to give this to your sister, when she's alone. It's just to-"I know-a fond farewell before you go to

shed your blood for your country. They always put some of that sort of rot in bocks, which one has to skip to get to the good part, the fighting and killing. But why don't you go up and see her? She's at home." "I jolly well wish I could. But your pater.

found out something just before I went up to pass my exam. for the army, and went and blew off steam to my uncle, and there were rows, and I was forbidden to go up to your place ony more. I know it's cheek for a poor devil like me to think of a beautiful girl like Chris-"

"Oh, stow all that, I think she's ruther ugly Bob turned his snub nose still more heaven-

wards then nature had set it. "Now I know why she's been so cross and husty lately." Alick's fingers tingled, but he controlled his

desire to punish Bob's insolence. Bob put on a man-of-the-world air. "Glad to do you a good turn, old fellow, before you go to the Front. Hand over the note. The old birds shan't guess there's anything up. Take my word."

Alick saw the precious envelope deposited in Persons, Firms, or Companies having any Bob's breast pocket, handed over the knife, and Claim or Claims against the Estates or Effects then turned back towards the little-town that of either of the above named deceased persons lay in the hollow clustered round the grey must send in the particulars of their respective buildings of the grammar school, from which Claims on or before the 8th DAY OF NOVEMBER it derived its sole importance, and wherein next to the Administrator and Executor JAMES Bob was a lower schoolboy, and Alick had ROBERT MUDIE, whose address is at the passed all his schooldays, till he went up to Office of C. EWENS, Selicitor, 36, Queen's Sandhurst. His eyes dwelt lovingly on the Road Central, Hongkong, after which said date towers of the Gothic minster, and the the said Administrator and Executor will provane on the schoolhouse close beside it, need to wind up and distribute both Estates. on the open patch of green marking the Dated this 8th day of October, 1901. [2563] playing fields, and the solid dark brick Georgian masters' houses, with pleasant gardens stretching behind them embraced by the straggling streets of the quiet town. Happy memories, such as English boys carry away of their schooldays, througed Alick's mind as he looked. Laurels won at cricket and football, prizes at sports, and long rambles on half-holidays, when every copse and stream in the country side was explored. And, intermixed with the joy of the triumphs and the fun, the swort face of Chris Melbury over shone out. Bob a elder brothers, now out in the world, had been Alick's school chums, and out of school he had spent half his

time at the Melburys' house. "She was never one of your stuck up girls," he mused. "She'd rather go out with us boys. fishing or butterfly catching, or even bird nesting and rabbiting, than play any silly girls' games. And she knew all about the things fellows care for : cricket and football news, and runs of the hounds, and now though she's grown up she's just the same, never wanting to dress up and go to swell parties or anything like that. I'm sure she loves me, if only they'd let her, she never changes about, she a as staunch

as—as the Minster there. "It was awful rough of her pater to make me promise I wouldn't try to meet her. I couldn't help it, as he said as he'd send her away if I didn't, but he never said anything about writing. I spose he looks at all her letters. Well, I haven't asked her to see me, I've only asked her to send me just a few words to carry with me here."

And Alick slapped his broad chest. "I asked her to put it in the hollow tree where we used to keep buit and things: that will be safer than trusting that little beast Bob more than we can help. The little sort of niche. we whittled out is quite, quite safe, nothing was ever lost or found out that we hid there."

Meantime, Bob strolled on, and presently passed between the square brick pillars crowned. by fabulous beasts, holding stone shields, on which the arms of the Melburys were graved. For Bob belonged to a county family, though a poor one, and the old manor-house which stood at the end of the straight elm avenue had been owned by a Melbury for six hundred years. Continuing his desultory way, it happened that he met a kitten on which he pounced, and having tumbled it-over and over he tied a bit of string to its tail, and pulled it along over the grass, stiff and spitting with terror and rage. Arriving thus before the windows of the house, fate, willing to avenge the kitten's wron. , brought Christobel thither, who run

incort nent to the resona " ] et that poor little cat alone, you eruel boy," she cried, snatching the string from his hand, and at the same time administering a sisterly slap on one of Bob's large red cars. Christobel Melbury was a sweet-natured girl. Alick was not misled, there was no hidden spite or venom in her, but she was the healthy,

lively sister of many brothers, and her methods with them were summary. Bob took her correction with the indifference of habit; he despised girls' spanks, and stood still holding out his hand for his string, which

Bob was roused to fury by this outrage. bit of string! Ha! An idea, a means of revenge, lay to his hand, she should not have her-



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\*Lanoline' Tollet Soap Never irritates; cleanses and keeps the skin supple. Wholesale Depot-67, Holborn Viabuct, London.

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[1735

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ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTIN	MOITA	VESSEL'S NAME	PLAG & RIG	BERTH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VI & PORTS  LONDON		479	Brit. str Brit. str.	2 m.	F. W. Vibert, B.N.R.	P. & O. S. N. Co.	On 9th inst., at Noon.
LONDON VIA MARSEIL	LES	SOCOTRA			G W Pohot P V P	BUTTERFIELD & SWIRE	On 12th inst.
LONDON				2 m.		P. & O. S. N. Co.	On 16th inst. at Noon.
		ACHILLES	Brit. str.			BUTTERFIELD & SWIRE	On 26th inst.
LUNDON				2 m			On 10th December.
LONDON		GLAUCUS		2 m			On 24th December.
LONDON						BUTTERFIELD & SWIRE	On 7th January.
LONDON	4 i (1) ( ileas ( ilea	Pereus	Brit. str		********************	BUTTERFIELD & SWIRE	On 21st January.
LIVERPOOL DIRECT	entirementalisation iteitas	DARDANUS			*********************	BUTTERFIELD & SWIRE	On 15th inst.
LIVERPOOL DIRECT :	***************************************	Ixion		2 m.	1111041411111111111111111111111	BUTTERFIELD & SWIRE	On 15th December.
LIVERPOOL Direct		PATROCLUS	Brit. str	2 m.	(11) (1) (1) (1) (1) (1) (1) (1) (1) (1)	BUTTERFIELD & SWIRE	
MARSEILLES & LONDON		KAMAKURA MARU	Jap. str.	2 716,	H. Petersen	NIPPON YUSEN KAISHA	On 15th inst., at Daylight.
MARSEILLES, &c., VIA I			Fren. str	2 m.	Sellier	MESSAGERIES MARITIMES	On 18th inst., at 1 P.M.
BREMEN, VIA PORTS OF			Ger. str	2 m.	Luneschloss	MELCHERS & Co.	On 13th inst., at Noon.
HAVRE, BREMEN & HA	AMBURG	SECOVIA	Ger. str	2 m.	Foorek	HAMBURG-AMERIKA LINIE	On 16th inst.
HAVRE & HAMBURG			Ger. str	2 m.	Zacharise	HAMBURG-AMERIKA LINIE	On 30th inst.
	*****************************		Ger. etr.	2 m.	Borck	HAMBURG AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG		SEBBIA	Ger. str	2 m.	Brehmer	HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG		NUERNBERO	Ger. str	2 m.	Ammon	ALAMBURG-AMERIKA LINIE	On 6th January.
HAVRE & HAMBURG		STRABBURG	Ger. str	2'm.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
HAVRE & HAMBURG		a		2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th January.
TRIESTE VIA SINGAPO	RE, &c.	MARQUIS BACQUEREM	Aus. str	2 m.	Bilaffer	SANDER, WIELER & Co	
NEW YORK VIA PORTS				2 m.		Donamar & Ola Taxana	
NEW YORK	7	CLAVERDALE	tior str.	2 001	405 440 110 461 144 461 174 1 144 1 1 1	0	
NEW YORK VIA SUEZ C	ANAL	ADANA	Brit str	I an			
VANCOUVER VIA SHAT	NGHAT &c	TARTAR	Brit. str	9	E Doothous mary	Shewan, Tomes & Co.	De day
VANCOUVER, VIA SHAN				2 h.			To-day.
VICTORIA, B.C., & TACO					T Dayless	CANADIAN PACIFIC R. Co	O- 144 Just
VICTORIA (B.C.) & SEAT	MA VIA SHANGHAL GO.	Tour Maner	Ton other		J. Barker	Dodwell & Co., Limited	On 19th inst.
VICTORIA (B.C.), SEAT				2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	
				2 m.	J. Barber	Dodweil & Co., Limited	
PORTLAND (OR.) YIA SI				2 m.		ALLAN CAMERON	On or about 14th inst.
SAN DIEGO, &c., VIA MO				2 m.	*** ** 100 ****************	BUTTERFIELD & SWIRE	On 1st December.
AUSTRALIAN PORTS				2 m.	*** ** ** *** ** ** ** ** ** ** ** ** *	BUTTERFIELD & SWIRE	On 10th inst.
AUSTRALIAN PORTS.		Viene Mine	T	2 m	McArthur	GIBB, LIVINGSTON & Co.	On 21st inst., at Noon.
AUSTRALIAN PORTS				2 m	H. Fraser	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
YOKOHAMA & KOBE	(in an increase of the process of the contract	LENNOX	Brit. str	2 m.	Williamson, R.N R.	Dodwetl & Co., Limited	On 9th inst.
KOBE & YOKOHAMA	annamen minimum seri	WAKASA MARU	Jap. str	2 m.	J. B. Macmillan	NIPPON YUSEN KAISHA	On 8th inst., at Daylight.
KOBE	taling groups, marrow more majo	KUMANO DIARU	Jap. str	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 10th inst.
NAGASAKI, KOBE & YO				2 m.	J. Mackenzie	NIPPON YUSEN KAISHA	On 20th inst., at Daylight.
NAGASAKI, KOBE & YO				2 m.	N. Tate	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
TIENTSIN				2 m.	************************	BUTTERPIELD & SWIRE	To-day.
SHANGHAI, NAGASAKI, I				le. 10.		MESSAGERIES MARITIMES	
SHANGHAI				2 m.	***********	BUTTERFIELD & SWIRE	On 8th inst.
SHANGHAI		PEKIN	Brit. str	k. w.	F. J. Fox	P. & O. S. N. Co	On or about 6th inst.
SHANGHAI				le. 20.	R. A. Peters	P. & O. S. N. Co.	On or about 9th inst.
SHANGHAI		JAVA	Brit. str	. k. w.	G. W. Gordon, B.N.R.	P. & O. S. N. Co	On or about 7th Dec.
FOOCHOW DIRECT		ANPING MARU	Jap. str	1 m.	S. Atsumi	MITSUI BUSSAN KAISHA	To-day, at Noon.
ANPING. VIA SWATOW				1 20.	K. Suzuki	MITSUI BUSBAN KAISHA	On 13th inst.
TAMSUI VIA.SWATOW				I m.	T. Ogata	MITSUI BUSSAN KAISHA	On 10th inst
ILOILO & CEBU				2 m.	Ogade	BUTTERFIELD & SWIEE	On 8th inst
MANILA VIA AMOY		ten.		2 m.	J. Rattonham	STEP IN TOMES & CO	On 19th instead of A P M
MANILA	1	SUNOKIANG.		2 m.	J. Rattenbury	SHEWAN, TOMES &: Co	To move or
SINGAPORE & PENANC				2 m.	Krabla	BUTTERFIELD & SWIEE	To-morrow,
SINGAPORE, PENANG				2 m.	Kroble	GIBE, LIVINGSTON & Co	
					Payne	JABDINE, MATHEBON & Co	On sth mst., at Noon.
SINGAPORE & BOMBAT		MAZAGON MARK	Tan new	2 m.	T. W. COCKMAN, R.N.B.	P. & O. S. N. Co.	On or about 15th inst.
BOMBAY VIA SINGAPOI				2 m.	T. Murai	NIPPON YUSEN KAISHA	Un oth inst., at Noon.
BOMBAY VIA SINGAPOL	JE WILLIAMU		Luni. att	2 m.	Drusaca	CARLOWITZ & Co	OB 15th inst., at Noon.

### SHIPPING.

- ARRIVALS. Nov. 4 HOTHAO, French str., 509, M. Merlees, Pakhoi 31st October and Hoihow 3rd November, General.-A. R. MARTY. Nov. 5, BLENHEIM, British cruiser, 9,000, F. H. Henderson, Weihaiwei 30th October. Nov. 5, Jacob Diederichsen, German str., 623, Jurgensen, Haiphong 2nd November, General.—Jebsen & Co.

Nov. 5, Justin, American trapt., 1,402, Scott, Cavite 1st November. Nov. 5, LYEEMOON, German str., 1,238, Th. Lehmann, Shanghai 2nd Nov., General.-SIEMBBEN & Co.

Nov. 5, Sungkiang, British str., 1,021, Moore, Manila 2nd Nov., General.—Butterfield & SWIRE.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 5th November. Lucemoon, German str., for Canton. Merionethehire, British str., for Shanghai. Thales, British str., for Swatow. Trym, Norwegian str., for Hoihow. Whampoo, British str., for Canton.

Wingsang, British str., for Shanghai. DEPARTURES. 5th November. BRINKBURN, British str., for Saigon. CHARTEBHOUSE, British str., for Amoy. FUSHUN, British str., for Shanghai. KWANGLEE, British str., for Canton.

KWANGFING, German str., for Canton. MERIONETHSHIRE, British str., for Shunghai. OBI. British str., for Nagasaki. WHAMPOA, British str., for Canton. VESSELS IN DOCK.

5th November. KOWLOON DOCKS .- Canton River, Eleano,

Tocoma, Hans Menzell, Loosok, Heungshan, the 8th November. Namehow, P. C. C. Klao. COSMOPOLITAN DOCK .--SHIPPING REPORTS.

The British steamer Sungkiang, from Manila 2nd Nov., had strong gale from N.E. and E.N.E. with mountainous sen. The French steamer Hoihao, from Pakhoi 31st Oct. and Heiliow 3rd Nov., had strong N.E. winds and rough sea.

OT RESPONSIBLE FOR DEBTS. Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews on SATURDAY, the 9th inst., at Noon. of the following Vessels during their stay in Hongkong Harbour :-

OSBERGA, British barque, Denamore. - ORDER. STATE OF MAINE, American ship, Colcord .-Standard Oil Co. W. H. CONNER, American ship, Colcord .-Standard-Oil Co.

VESSELS ON THE BERTH THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW (DIRECT). THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above port TO-DAY, the 6th November, at NOON.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 4th November, 1901. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS. FOR SHANGHAI, NAGASAKI, KOBE Bombay WITH transhipment. AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS." Captain Vaquier, will be despatched for the the terms and conditions of the Company's above ports on or about the 5th November. For Freight or Passage, apper to P. DE CHAMPMORIN, Acting Agent,

Hongkong, 31st October, 1901.

H. A. RITCHIE,

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VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS. FOR SINGAPORE AND PENANG. HE Steamship

"BENLARIG," Captain Kroble, will be despatched as above TO-MORROW, the 7th instant. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agents. Hongkong, 1st November, 1901. SHEWAN TOMES & CO.'S NEW YORK

LINE. FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ADANA," will be despatched for the above port on FRIDAY, the 8th November, 1901. To be followed by the Steamship "ASAMA"

on or about 15th December, 1901. And by the Steamship on or about 31st December, 1901. For Freight, apply to SHEWAN, TOMES & CO. Hongkong, 4th November, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. (ROB. M. SLOMAN & Co., HAMBURG.)

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"CLAVERDALE" H.M.S. Argonaut, H. J. Albrecht, Kwanfung. will be despatched for the above port on For Freight, apply to CARLOWITZ & CO.,

Hongkong, 30th October, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, FENANG AND CALCUTTA. THE Company's Steamship

"LAISANG," Captain Payne, will be despatched as above For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st November, 1901. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL

THE Steamship "COROMANDEL," Captain E. W. Vibert, E.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 9th Novem-

AND AMERICAN PORTS.

the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other

cargo for London, &c., will be conveyed via Parcels will be received at this Office until . P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note

For further particulars, apply to Superintendent. Hongkong, 28th October, 1901.

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OSTASIATISCHER FRACHTDAMPFER DIENST.

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### PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

SEGOVIA ..... SHAVRE, BREMEN & HAMBURG on 16th Nov. Freight. (Calling at Singapore and Penang) Capt. Foerck MARBURG ..... HAVRE & HAMBURG ..... On 30th Nov. Freight. Capt. Zachariae ...... (Calling at Singapore and Colombo) SUEVIA ...... HAVRE & HAMBURG .... On 14th Dec. Freight. Capt. Borek ..... (Calling at Singapore and Penang) SERBIA

Capt. Brehmer

(Calling at Singapore and Colombo)

On 28th Dec. Freight

NUERNBERG

Capt. Ammon

(Calling at Singapore and Penang)

(Calling at Singapore and Penang)

The state of STRASSBURG ...... HAVRE & HAMBURG ..... On 13th Jan., } Freight. Capt. Madsen...... (Calling at Singapore and Colombo) SAMBIA ..... CHAVRE & HAMBURG...... On 28th Jan., Freight. Capt. Schmidt ....... (Calling at Singapore and Penang) For Further Particulars, apply to

HAMBURG-AMERIKA LIN'E. HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 4th November, 1901.

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SAFETY. SPEED. PUNCTUALITY. "Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION). \* " TARTAR," 4,425 Tons. Comdr. E. Beetham, R.N.R. ... WEDNESDAY, 6th Nov., 1901 EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.B..WEDNESDAY. 20th Nov., 1901 \*"ATHENIAN," 3,882 Tons, Capt. H. Mowatt ....... WEDNESDAY, 4th Dec., 1901 | STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PCRT EMPRESS OF JAPAN"...Comdr. H. Pybus, B.N.E. ..... WEDNESDAY, 18th Dec., 1901 EMPRESS OF CHINA"... Comdr. R. Archibald, R.N.R... WEDNESDAY, 15th Jan., 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the | CANADIAN PACIFIC RAILWAY, which leaved daily, and cross the Contines t FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connects n is made at Montreal. Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

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THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

### SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually

made between YOMQHAMA and VANCOUVER in 14 Days. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongking, 1st October, 1901.

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

STEAMERS.	destinations.	SAILING DATES.
J. B. Macmillan	KOBE and YOKOHAMA	FRIDAY, 8th November, at DAYLIGHT.
L. MUTH	COLOMBO	FRIDAY, 8th November, at Noon.
E. W. Haswell	LODE (DIDECT)	
KANAKURA MABU H. Petersen	PENANG, COLOMBO & PORT	FRIDAY, 15th November, at DAYLIGHT.
S. J. G. Parsons	KOBE & YOKOHAMA	at 4 P.M.
J. Mackonzio Rosetta Maru	NAGASAKI, KOBE and YOKO. HAMA NAGASAKI, KOBE and YOKO.	The same a second
Kasuga Maru	HAMA SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND.	at Noon.
AL Prabor	TOWNSVILLE and BRISBANE ickets and Bills of Lading issued for	at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RALLWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company & Local Branch Office at Prince's Building, First Floor, Chater Road. A. S. MIHARA, Manager. Hongkong, 23rd October, 1901,

# PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY

ŀ	BIDAM NATION COMPANI.
	FOR STEMERS TO SAIL ON REMARKS.
	SHANGHAI {PEKIN
	LONDON, &c { COROMANDEL } Noon, 9th } See Special Advertisement.
	SHANGHAI BALLAARAT
	* SINGAPORE and { MAZAGON
	LONDON VIA MAR. SOCOTEA November   November   Froight only.  SEILLES   G. W. Babot, R.N.R.   November   Froight only.
	SHANGHAI JAVA About 7th Freight or Passage.  * (Calling at Penang and Colombo if sufficient inducement offers).
	PASSENGER SEASON 1902
	For MARSEILLES, PLYMOUTH ORIENTAL 5,284 Tons 29th March WITHOUT TRANSHIPMENT MALTA 6,064 Tons 12th April.

Hongkong, 26th October, 1901

For Further Particulars, apply to

WITHOUT TRANSHIPMENT ......

H. A. HITCHIE, Superintendent.

General Agents.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAL INLAND SEA OF JAPAN, KOBE AND YOKOHAMA

FOR VICTORIA, B.C., AND TACOMA

IN-CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY. Tons. Steamer. Captain. Proposed Sailing J. Barker CLAVERING..... November 14th W. Watt 3,601 BRAEMAR ...... November 26th WYEFIELD G. Cartmer. December 10th

PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. HONGKONG TO LONDON, £52

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG TO NEW YORK, 248 The Railroad travelling is second to none on the American Continent; two trans-continental; trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night: TACOMA to NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUN-TAINS. The YELLOWSTONE NATIONAL PARK route. HONGKONG TO VICTORIA AND TACOMA, 233. The best route to the KLONDYKE GOLD FIELDS. Frequent Sainings from VICTORIA.

and TACOMA to DYEA and St. MICHAEL. Rates of Passage to other Points on application. A Special Rate allowed to members of Government Service. A Special Rate attower to memory of Freight, apply to For further information as to Passage or Freight, apply to DOBWELL & CO., LIMITED,

Hongkoug, 2nd October, 1991.

IMPERIAL GERMAN MAIL LIND.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALBO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON. AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND FASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THEOUGH BILLS OF LADING FOR THE PRINCIPAL PLACE. IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

SAILING DATES. KIAUTSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY ..... 18th November. BAYERN ... ... WEDNESDAY ... 27th November. STUTTGART ... WEDNESDAY KONIG ALBERT ........ WEDNESDAY ....... 25th December. PRINZESS : RENE ... WEDNESDAY ... 8th Jan. 1902 PRINZ HEINRICH ... WEDNESDAY ... 22nd Jan, 19.2 PREUSSEN ..... WEDNESDAY ...... 5th Feb., 1902, HAMBURG (Hamburg-Amerika Lime) .... WEDNESDAY ..... 19th Feb., 1902. SACHSEN ... Sth Mar. 1902

N WEDNESDAY, the 13th day of November, 1901, at Noon, the Steamship "KIAUT... SCHOU, of the HAMBURG-AMERIKA LINIE, Captain Luneschloss, with MANES. PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT THE and GENOA.

Shipping Orders will be granted till Noon on Monday, the 11th November, Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 12th November, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 12th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50; and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board. NORDDEUTSCHER LLOYD

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 1st November, 1001.

## VESSELS ON THE BERTH

# STEAMSHIP COMPANY.

U Jana		
	OUTWARDS.	DUE
	BTEAMERS	Co. Oth Novembor
PROM . TYPEDDOOT	"ACHILLES"	On oth Movember.
GLASGOW and LIVERPOOL	"GLAUCUS"	CAN DIST TARGETT
GLASGOW and LIVERPOOL		On 18th November.
GLASSON and L. VERPOOL.	"IXION"	
GLASGOW and LIVERPOOL GLASGOW and LIVERPOOL	"DEUCALION"	On Zoth Desember
GLASGOW AND TEXT PROPERTY	"PELEUS"	On 5th December.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 15th December.
GLASGOW and LIVERPOOL	PATROCHES MAN	
GIAGO	The second secon	management of the second secon
	HOMEWARDS.	TO BAIL .
	STEAMERS	o vall Manushaw
FOR	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.
LONDON	MACHAON CAR	On 10th December.
LUNDON	"ACHILLES"	A GILL Dansambast
LONDON	"GLAUCUS"	- P. T. T.
LONDON	"DEUCALION"	(M ten gunnera.
LONDON LONDON	"PELEUS"	On 2lat January.
LONDON LIVERPOOL DIRECT LIVERPOOL DIRECT		
LUND POOL DIRECT	"DARDANUS"	On 15th November.
(Taking Cargo at London Rates)		
(Taking Cargo at 1201	A ONT !!	On 15th December.
A CONTRACTOR OF THE PROPERTY AND ARRESTS A	E 56 1 W 1 4 5 W	
(Taking Cargo at London Rates)		A. 1241 Tannaya
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Taking Cargo at London Rates)		and a North Alexander
Taking Chigo at arrolled by lafe	Singapore on the 4th inst., a.m.,	und is due in Hongkong
The S.S. "GLAUCUS Jose	Cittigriporo ou	
		•
the 9th inst.	r Freight, apply to	TOPEN O CTE
	BUTTERFU	ELD & SWIRE,
	The same and the s	0 0

AGENTS O. S. S. Co.

Hougkong, 6th November, 1901.

# CHINA NAVIGATION CO., LIMITED.

la a				7.3	11.	which so do	
FOR			., .40	STRAMERS "KWEIYANG" "SUNGKIANG	0	TO SAIL.	ber.
TIENTSIN	amen   0,000	**********	*	"SUNGKIANG "WHAMPOA"	0	n' 7th Novem	ber.
MANILA	T		*****	"WHAMPOA" "KAIFONG"	U	n 8th Novem	bor.
	3 () 6 (14 (4	P	and the first of the con-	"KALFONG		L CONTRACTOR	3.43
PORT D	ARWIN,	WN TOV	VNS-	+ "CHANGSHA	C	n 10th Noven	aber.
VILLE, and MEL	BRISBAN		(		Jees A		

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. + The s.s. Changsha will not call at Manila.

For Freight or Passage, apply to-BUTTERFIELD & SWIRE, AGENTS.

THE Steamship.

Captain

as above o.

FOR YOKOHAMA AND KOBE.

For Freig or Passage, apply to DODWELL & CO., LTD.,

THE OSAKA SHOSEN KAISHA,

LIMITED.

FOR ANPING (VIA SWATOW AND

AMOY).

"MAIDZURU MARU,"

Captain K. Sudzuki, will be despatched for the-

above ports on WEDNESDAY, the 13th

THE MITSUI BUSSAN KAISHA,

NAVIGAZIONE GENERALE ITALIANA

COMPANIES).

STEAM FOR BOMBAY VIA SINGA.

PORE AND PENANG.

mers to Aden, Suez, Port Said, Messina,

NAPLES, LEGHORN and GENOA, also VENICE

and TRIESTE, all MEDITERRANEAN, ADRIA-

TIC, LEVANTINE and SOUTH AMERICAN

PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN

GULF and BAGDAD, also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

"BISAGNO."

Captain Brusaca, will be despatched as above

on WEDNESDAY, the 13th November, at

A' Bombay the steamer is discharging in

For further particulars regarding Freight

REGULAR STEAMSHIP SERVICE TO

VIA PORTS AND SUEZ CANAL.

RICHMOND GASTLE," About 15th Nov.

For Freight and further information, apply to

Hongkong, 6th November, 1901. . [1739

Now.

AUSTRIAN LLOYD'S STEAM NAVIGA

TION COMPANY.

STEAM FOR

SINGAPORE, PENANC, COLOMBO

BOMBAY, KARACHI, ADEN, SUEZ,

PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS,

to South Africa, Persian Gulf, Red

SEA, BLACK SEA, LEVANT, VENICE

and ADBIATIC PORTS.)

"MARQUIS BACQUEHEM,

on TUESDAY, the 19th of November, P.M.

Hongkong, 28th October, 1901.

Captain Bilaffer, will be despatched as above

The steamer has capital accommodation for

For information as to Passage and Freight,

SANDER, WIELER & CO.,

Agenta.

Passengers. Electric light: A Doctor is carried.

THE Company's Steamship

NEW YORK

CARLOWITZ & CO.,

DODWELL & CO., LD.,

Agents.

Agents.

About 30th Nov.

About 15th Dec.

About 31st Dec.

(FLORIO AND RUBATTINO UNITED

For Freight or Passage, apply to.

Hongkong, 31st October, 1901.

Hongkong, 5th November, 1901.

THE Company's Steamship

November.

THE Steamship

Victoria Dock.

and Passage, apply to

"KURDISTAN"

LENNOX"

"ORONSAY"

"HILLGLEN"

"LOWTHER CASTLE"

Hongkong, 31st October, 1901.

on, B.N.R., will be despatched

TURDAY, the 9th instant.

Agenta.

Hongkong, 28th October, 1901. THE CHINA MUTUAL STEAM NAVI-GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE VICTORIA (B.C.), SEATTLE AND TACOMA (WASH.)

THE Steamship "OOPACK, 3,883 Tons, Commander J. Barber, is due here on the 4th November, and will have quick For Rates of Freight and Further Parti-

DODWELL & CO., LTD., Agents. Hongkong, 2nd November, 1901. THE OSAKA SHOSEN KAISHA,

LIMITED. FOR TAMSUF VIA SWATOW AND AMOY.

THE Company's Steamship "DAIJIN MARU,"

Captain T. Ogsts, will be despatched for the above ports on SUNDAY, the 10th November.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hougkong, 4th November, 1901.

PORTLAND AND ASIATIC STEAM SHIP COMPANY. Agents for and in connection with

THE OREGON RAILROAD AND NAVI. GATION COMPANY. Operating the New First Class Steamships "INDRAVELLI," "INDRAPURA, and "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA. HE Steamship

"KNIGHT COMPANION" will be despatched for Portland (Or.) on or about 14th November, 1901 Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent. Hongkong, 30th October, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RATIEOAD CO. PROPOSED SAILINGS PROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO. VIA INLAND SEA OF JAPAN AND HONOLULU: TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND HONOLULU, THE UNITED STATES. MEXICO, CENTRAL AND SOUTH

AMERICA &C. On " let December. S.S. "THYBA" ...... On 20th December.

THE Steamship "KVARVEN" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, and

YOKOHAMA on SUNDAY, the 1st Decem-Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in fall. Value of same is required.

Consular Invoices, to accompany Cargo desined to points beyond Ban Diego, should be ent to the Company's Office, addressed to the Collector of Customs, San Diego. For further information as to Freight Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, China and Japan. Hongkong, 31st October, 1901.

VESSELS ON THE BERTH COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SINGAPORE, BATAVIA, COLOMBC. PONDICHERRY, MADRAS, Holhao, French str., 509, Merlees, Nov. 4, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

PORTS OF BRAZIL AND RIVER PLATE.

O' MONDAY, the 18th November, 1901, at 1 P.M., the Company's Steamship "ANNAM," Captain Sellier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through, Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 17th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Com-

pany's Office. P. DE CHAMPMORIN, Acting Agent. Hongkong, 6th November, 1901.

EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TABMANIA, &c.)

THE Steamship

"GUTHRIE, Captain McArthur, will be despatched for the above ports on THURSDAY, the 21st Novem-

This well-known Steamer is specially fitted. for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with

tle Electric Light. A Stewardess and a duly qualified Surgeon N.B.-Return Tickets issued by this Com-

pany to and from Australia are available for return by the steamers of the China Navigation Company and vice versa. For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Hongkong, 28th October, 1901. NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS I in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STTAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th Angust, 1897.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND

SINGAPORE. TE Company's Steamship

"LAISANG," having arrived from the above ports, Consigness of Cargo by her are hereby informed that their Goods will be delivered from along. Having connection with Company's Mail Stes- side.

Cargo impeding the discharge or remaining on board after 4 P.M., the 5th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General - Managers. Hongkong, 1st November, 1901. PORTLAND AND ASIATIC STEAM-

SHIP COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "KNIGHT COMPANION. FROM PORTLAND (OR.), YOKOHAMAC

KOBE & MOJI. THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersigns. ture and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consigness' risk and expense.

ALLAN CAMERON, General Agent. Hongkong, 2nd November, 1901.

NOTICE TO CONSIGNEES. FROM MIDDLESBRO', LONDON AND STRAITS.

HE Steamship "MERIONETHSHIRE." Captain Burch, having arrived from the above

ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consigness' risk and expense. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 7th November, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 6th November, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO.,

Agents. Frangkong, 31st October, 1901.

HONGKONG. STEAMERS.

Mitsui Bussan Koisha Gibb. Lavingston & Co Chas. Rogier, Brit str., 1,292, Smith, Sept. 8, Pigmy, gunboat, 755 tons, 6 guns, 1,200 h.p.,

Chelydra, British str., 1.564, Cox, Oct. 31, Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Jardine. Matheson & Co. Dordogne, French str., 3,723, Vediene, Oct. 18, Plover, gunboat, 453 tom, 6 gans, 1,200 h.p., Messageries Maritimen

Brandao & Co Empress of India, British str., 3,003, Marshall, Oct. 30, C. P. R. Co Hanoi, French steamer, 768, Merlees, Nov. 3,

A. R. Marty Hans Menzell. German str., 1,694, Nebinger, Oct. 20, E. A. Trading Co., Limited Hermann Menzell, Ger. str., 1,647, Schutt, Oct. 27. Chinese

Jacob Diederichsen, Ger. str., 623, Jurgensen, Nov. 5, Jebsen & Co Kaifong, British str., 1,024, Pennefather, Nov. 3. Butterfield & Swire

Keongwai, German str., 1,115, Riegen, Nov. 4, Melchers & Co Knight Companion, British str., 2,620, Froggatt, Nov. 1, Allen Cameron Kweiyang, Brit. str., 1,062, Outerbridge, Nov. 1 Butterfield & Swire

Laisang, British str., 2,225, Payne, Nov. 1 Jardine, Matheson & Co Lennox, British str., 2,361, Williamson, Oct. 26, Dodwell & Co., Limited Loosek, German str., 1,020, Fuchs, Oct. 26,

Butterfield & Swire Lycomoon, German steamer, 1,238, Lehmann, Nov. 5. Siemssen & Co Macduff, British str., 1,882, Clegg, Nov. 3, Dodwell & Co., Limited Mariannes Austrian str., 2,144, Ragusia, Nov. 2,

Murex, British str., 9:229, Halliday, Nov. 4, Arnhold, Karberg & Co Musashino Maru, Jap. str., 2,018, Koshinia, Oct.

31. Dodwell & Co., Limited Nuon Tung, German str., 1,241, Schoenberg, Oct. 29, Melchers & Co Olimpo, Austrian str., 1,800, Trawvich, Oct. 31, Bradley & Co.

Oro, British steamer, 2,732, Coleman, Nov. 4, Dodwell & Co., Limited Peiyang, German str., 897, Weise, Nov. 3, East Asiatic Trading Co., Ltd.

Phranang, Ger str., 1,021, Mangelsdorff, Oct. Butterfield & Swire Phra C. C. Klao, German str., 1,012, Unsworth, Oct. 30, Butterfield & Swire

Picciola, German str., 825, Garnitke, Oct. 27; Radnorshire, Brit. str., 1,889, Bindloss, Nov. 3, Shewan, Tomes & Co

Recorder, British str., 677, Brereton, Nov. 3, E. E. Telegraph Co Salahadji, Dutch str., 1,235, Zwart, Oct. 17, Shantung, British steamer, 0,835, Quail, Nov. 3, Bengali, French gunboat, 580 tons, Lieut. Fitle,

Butterfield & Swire Sungkiang, British str., 1,021, Moore, Nov. 5, Dodwell & Co., Limited

Tartar, British str., 2,768, Bleetham, Oct. 22, C. P. R. Co Taurus, Norw. str., 2,700, Christiansen, Oct. 31,

Douglas Lapraik & Co Trym, Norwegian str., 710, Dahl, Oct. 21, A. R. Marty BALLING VESSELS.

Celeste Burrill, British ship, 1,764, Jefry. May Dadhope, British ship, 1,986, Low, Nov. 3 Geo. T. Hay, British ship, 1,647, Spice, Oct. 20,

Arnhold, Karberg & Co Geo. Valentine, French bk., 766, Harbert, Aug. Helen A. Wyman, Amr. ship, 1,664, Vanhou, Sept. 10, Arnhold, Karburg & Co

H. J. Albrecht, German schr., 701, Andersen, Oct. 10. Master Launberga, Brit, bark, 1,215, McDongall, Aug. 14. Master Manuel Llagano, Amr. ship, 1,650, Nichols,

June 30, Standard Oil Co Osberga, British bark, 960, Densmore, Nov. 4, Sea Witch, Amr. ship, 1,172, Howes, Feb 21,

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Hongkong

Albion, battleship, 12,950 tons, Captain W. W. Hewett, at Hongkong Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Hankow Arethusa, cruiser, 4,300 tons, 10 guns, 5,000

h.p., Captain J. Startin, Hongkong Argonaut, battleship, 11,000 tons, 16 guns Capt. G. H. Cherry, R.N., at Hongkong Astraea, eruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Hongkong

Aurora, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. E. H. Bayly, C.B., at Hongkong Barfleur, battleship, 10,500 tons, 14 guns, 13,000 h.p., Capt. G.J.S. Warrender, at Hongkong Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C. M.G., at Hongkong

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lient.-Comdr. M. Leake, at Hongkong Brisk, cruiser, 6 guns, 5,600 h.p., Comdr. Sir B. R. S. Wroy, Bart., at Singapore

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Weihaiwei Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. C. Pakenham, at Woosung Eclipse, cruiser, 5,600 tons, Captain Stokes,

Endymion, cruiser, 7,350 tons, 12 gans, 10,000 h.p., Captain A. W. Paget, C.M.G., at Hongkong Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut .-

Comdr. W. F. Blunt, at Kinking Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty Pownall, at

Hongkong

Glory, battleship, 12,950 tons, Captain W. A. fi.p., Capt. Lewis E. Wintz, at Kobe Handy, torpedo-boat destroyer. 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. G. C. Hardy, at

Weihaiwei Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve, at Humber, storeship, 1,640 tons, Comdr. H. J Davison, at Hongkong Janus, torpedo-boat destroyer, in reserve, at

Hongkong Kinsha, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on the Yangtsze Lizard, gunboat, 715 tons, 6 guns, 1,000 h.p., Lieut. John C. Watson, at Bangkok Ocean, battleship, Capt. A. J. Henniker Hughes,

at Hongkong Orlando, cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. T. Burke, C.B., at Woosung Anping Maru, Jap. str., 1,058, Atsumi, Nov. 4, Otter, torpedo-baot destroyer, 350 tons, Lieut. Comdr. Kaye, on the Yangtere Benlarig, British str., 1,453, Kroble, Oct. 29, Phoniz, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholdn, at Shanghai

Liout.-Com. A. H. Oidham, at Capt. H. C. Reynolds, at Shanghai Lieut.-Comdr. Cowper, on the Yangteze

Elcano, American str., 510, Altonase, Sept. 3, 1 Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth. at Hongkong Redpole, gunboat, 855 tons, 6 guns, 720 h.p., Lieut.-Comdr. Chas. F. Corbett, Hongkong Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Godfrey G. Webster, West

> Rosario, sloop, 980 tons, 6 gans, 1,400 h.p. Comdr. A. W. Hamilton, ea route Weihaiwei Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Carr, on West River Snipe, river gun-beat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. R. W. Dalgety, at Hankow Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong Taku, torpedo-beat destroyer, 250 tons, in re-

> serve, at Hongkong Talbot, eruiser, 5,600 tons, Capt. F. G. Stopford,

> Tamur, receiving ship, 4,600 tons, 6 guns, Commodore Francis Powell, C.B., at Hongkoug Terrible, 1st class erniser, 14,200 tons, 30 guns, Capt. Percy M. Scott, C.B., at Weihaiwei Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in Reserve, at Hongkong Waterwitch, surveying ship, 620 tons, 450 i.h.p.,

Lieut.-Comdr. W. O. Lyne, at Hongkong Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong Whiting torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut, and Comdr. Mackenzie,

at Hon-kong Voodcock, gunboat, 150 tons, 2 guns, 550 h.p.. Lieut.-Comdr. H. W. R. Watson, at

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p. Lieut. Comdr. H. E. Hillman, at Hankow

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovleff, at Admiral Nakhimoff, Russian cruiser, 9,000, Capt. Vsivolojsky, at Yokobama Alcout, Russian gunboat, 8 guns, 1,200 h.p., Capt. Elkisky, at Vladivostock Alouette, French cruiser, 300, Lieut. Aoum

Belloy, on Yangtszo Amiral Charner, French gunboat, 450 tons, Capt. Bachme, at Suigon Amapolis, American gunboat, 1,000 tons, 10 gans, 1,277 h.p., Comdr. Karl Rohrer, at

Aspic, French gunboat, 475 tons, 3 guns, 450h.p., Comdr. Journet, at Saigon

Brooklyn, American (flagship) armoured cruiser, Captain F. W. Dickens, at Cavite Tacoma, British str., 2.811, Dixon, Oct. 21, Bugeaud, French cruiser, 4,009 tons, 19 guas, 9,000 h.p., Capt. Lefevre, at Woosung. Bussard, German cruiser, 1,600 tons, 8 gans,

Comdr. von Bassewitz, at . Chasseloup Laubat, French eruiser, 3,800 tons, Capt. De Epinay St. Luc, at Woosung Thales, British steamer, 836, Robson, Nov. 3, Comete. French gunboat, Capt. Louel, at

Decidee, French gunboat, 690 tons, 6 guns, Capt. Leanny, at Pakhoi D'Entrecastreaux, Fench flagship, 14 guns, 13,500 h.p., Capt. D. du Tournel, Bangkok Descartes, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Saune, at Shanghai

Dimitri Donskey, Russian armoured crusier, 5,893 tons, 34 guns, 7,000 h.p., Comdr. Sharon, at Port Arthur Don Juan de Austria, American gunboat, Com. Bowman, at Manila

Eclaireur, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku Elba, Italian cruiser, 18 guns, Capt. Cassella, at Nagasaki Fieramosca, Italian cruiser, 4,000 tons, Capt.

Gagliardi, at Nagasaki Friant, French cruiser, 3,900 tons, Capt. Adam; Furst Bismarck, German flagship, Vice-Admiral Bendemann, 11,000 tons, 36 guns, Capt.

Graf Molke, at Nagasaki Gaidamak, Russian torpede-boat, 18 guns, 3,500 h.p., Capt. Serbrenniff, at Taku Geier, German cruiser, 1,600 tons, 8guns, Comdr.

Baner, at General Alava, American gunboat, 1,800 tons, Lieut,-Comdr. W. F. Halsey, at Manila Gremiatschy, Russian gunboat, 1,492 tons, guns, 2,500 h.p., Capt. Smimoff, at Shanghai Gromoboi, Russian battleship, 12,436 tons, 26 guns, 14,500 h.p., at Nagasaki

Guichen, French cruiser. 8,20; tons, Capt. De Surgy, at Nagasaki Hansa, German craiser, Rear-Admiral Kirchhoff, 6,800 tons, 30 guns, Capt. Paschen,

Helena, American gunboat, 8 guns, 1,998 h.p., Comdr. R. R. Ingersoll, at Nagasaki Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Woosung Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Schamer, at Cunton Isla de Luzon, American gunboat, Comdr. J. K.

Cogswell, at Manila Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Berger, at Tongku Kuiserin Augusta, German cruiser, 6,331 tons, 20 gans, 14,000 h.p., Capt. Gulich, at

Nagaaski Kentucky, American battleship, 11,500 tons, Capt. C. H. Stockton, at Wooning Kersaint, French gun-vessel, 13 guns, 2,200 h.p., Captain de la Motte du Portail, at

Korevetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Taku Lion, French gunboat, 740 tons, 4 guns, 500 h.p., Capt. Frost, at Nagasaki Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dachnhardt, at Shanghai Mandjour, Russian craiser, 14 gans, 1,400 h.p.,

Capt. Kachaloff, at Newchwang Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Manila Maria Theresa, Austrian craiser, 5,900 tons, 30 guns, Capt. Cosulich, at Nagasaki

Monadricck, American double-turret monitor, 4,000 tons, 14 guns, 4,050h.p., Capt. Speyers, at Capton Goliath, battleship, 12,950 tons, 16 guns, 13,500 | Monocaey, American gunboat, 6 guns, 850 h.p., Comdr. F. M. Wise, at Taku. Monterey, American monitor, Capt. G. W.

Pigman, at Shanghai Navarin, Russian battleship, 2 gans, 1,150 h.p., Capt, Beklemeskeff, at Nugasaki New York, American flagship. 8,200 tons, 24 guns, Capt. M. R. S. Mackenzie, at Cavite New Orleans, American cruiser, Lieut.-Comdr.

Sperry, at Shanghai Nive, French craiser, 6,000 tons, Capt. Morazzani, at Taku Olry, French gunboat, on the Yangtsze Otavazny, Russian gunboat, 1,490 tons, 12 guns,

2,500 h.p., Capt. Jensen, at . Pascal, French cruiser, 14. guns, 8,500 b.p., Capt. Motet, at Taku Petrel, American gunboat, 4 guns, 1,095 h.p., only. Comdr. C. C. Cornwell, at Manila

Petroparlovek, Russian battleship, 12,000 tons, Eapt. Grevais at Yokohama Polstava, Russian battleship, 11,000 tons, Capt. Orgeroff, at Nagasaki Princeton, American gunboat, 6 guns, 800 h.p.,

Comdr. J. R. Selfridge, at Hougkong. Razbonik, Russian cruiser, 1,329 tons, 10 guns, Capt ----, at Redoubtable, French oruisor, 9,437 tons, 8 guns, 6,071 h.p., Capt. Neny, at Nagasaki

Rossia, Russian cruiser, 12,200 tons, 28 guns, 14,500 h.p., Capt. Sepelrennipoff, at Na asaki

Rurik, Russian flag-ship, 48 guns, 13,500 h.p. Comdr. Haupt, at Taku Schwalbe, German erniser, 1,120 tons, 8 guns 1,500 h.p., Comdr. Boerner, at Shanghai Seeadler, German cruiser, 1,640 tons, 8 guns, 2,800 h.p., Comdr. Schock, at Sevastopol, Russian battleship, 10,900 tons,

Capt. Meloutsky, at Nagasaki Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barranoff, at Port Arthur Sissoi Veliky, Russian battleship, 14 guns, 8,500 h.p. Capt. Mollas, at Taku Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Soubatin, at Taku Styr, French cruiser, 1,800 tons, Capt. Vincent,

Surprise, French gunboat. 2 guns, 900 h.p., Capt. Mornet, at Shanghai Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstaedt, at Hankow Vauban, French cruiser, 11 guns, 4,560 h.p., Capt. Boutet, at Kwang-chow-wan

Vettor Pisani, Italian craiser, 6,000 tous, 18 guns, Capt. Negri, at Nagasaki Vicksburg, American gunboat, 1,000 tons, 10 guns, 1,118 h.p., Comdr. E. B. Barry, at

Vipere, French gunboat, Liont. Glon del Villeneuve, at Facebow Visavio, Italian emiser, 1,500 tons, 18 guns,

Capt. Zezi, at Nagasaki Vladimir Monomach, Russian cruiser, 16 guns Capt. Prince Ouchtomsky, at Taku Vsudnik, Russian torpedo-bont, 18 guns, 1,500 h.p., Capt. Rogulia, at Taku Wilmington, American cruiser, 1,397 tons.

guns; Comdr. E. S. Prime, at Woosung Yorktown, American gunboat, 1,7 9 tons, 6 guns, 1,801 h.p., Comdr. W. Swift, Manile Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 1,194 h.p., Comdr. Shkruff, at Nagasaki Zaire, Portuguese gunboat, 605, Capt. Mille, at

THENEW FRENCH REMEDY THERAPION

This successful and highly popular semedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything bitherto

short time often a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, pites, irristricture and other serious discussions to the serious of the lower howel, cough, bronchitis, as thma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well tried remedies have been powerless.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumstism, and all diseases for which it has been too much a fashion to employ mercury, sareaparills, &c., to the destruction of sufferers' teeth and rain of health. This preparation purifies the whole system through the blood, and theroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nor-haustion, impaired vitality, electionaries, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

in ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-timite of work "FREEAPION" as it appears on the Government Stamp (in white letters on a red ground) affixed to every package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

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SOLE AGENTS LUTGENS, EINSTMANN & CO., HONGKONG.

SPRINGS OF THE FRENCH GOVERNMENT HOPITAL Diseases of the Stomach GRANDE-GRILLE Liver complaints CÉLESTINS.Gont.Gravel, Diabetes VICHY-ETAT LOZENGES

Allowing any one to prepare acrated elkeline water at home.

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FLEAS, MOTHS. BEETLES.

MOSQUITOES. The genuine powder bears the autograph of THOMAS KEATING. Sold in Tins and Bottles

KEATING'S WORM TABLETS. KEATING'S WORM TABLETS. KEATING'S WORM TABLETS. A PURELY VEGETABLE SWEETMEAT. both in appearance and taste, furnishing a most agreeable method of administe ing the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children.

PROPRIETOR, THOMAS KEATING, LONDON.

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### POST OFFICE

The Ernest Simons, with the French Muil of the 4th ult., left Saigon on Sunday, the 3rd inst., at 5 a.m., and may be expected here to-day. This Packet brings roplies to letters despatched from Hongkon : on the 31st August. The Ballaurat, with the English Mail of the 11th ult., left Singapore on Sunday, the 3rd inst., at noon, and may be expected here on or about Friday, the 8th inst. This Packet brings replies to letters despatched from Hongkong on 9th September.

The Coptic, with the American Mail of the 15th ult., left Yokohama on Monday, the 4th inst., at daylight, and may be expected here on or about Tuesday, the 12th inst.

MAILS WILL CLOSE.

TACK.	PER	DAY AND HOUR.
POR		
Canton		Wednesday, 6th, 7.30 A.M. Wednesday, 6th, 9.00 A.M.
Foochow	Anping Maru	
Shanghai Saigon	Quarta	Wednesday, 6th, 11.00 A.M.
Hongay	Rulnorshire	Wednesday, 6th, 11.00 A.M.
Holkow and Haiphong	Hanoi	Wednesday, 6th, 11.00 A.M.
Foochow, Shanghai, Moji, Kobe, Yokohama, ) Vancouver and Victoria, B.C	Tartar	
	Honapi	Wednesday, 6th, 1.15 P.M.
Macao	Kweiyang	Wednesday, 6th, 2.00 P.M.
Rangoon	Taurus	
Saigon	Picciola	
Moji,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Olivano	Wednesday, 6th, 5.00 P.M.
Singapore, and Penang		Wednesday, 6th, 5.10 P.M.
		Wednesday, 6th, 5.00 P.M.
Canton Bangkok	Loosok	
Manila	Sungkiang	
Yap, Friedrich, Wilhelmshafen, Finschhafen,		
Herbertshohe and Sydney	Nuentung	
Iloilo and Cobu	Kaifong	Friday, 8th, 4.00 P.M.
Shanghai	Whampoa	
Singapore, Penang and Calcutta	Laisung	Saturday, 9th, 10.00 A.M.
•	1	Saturday, 9th,
EUROPE, &c., India via Tuticoriu	,	Circulars 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra		Printed matter and sam-
Postage 10 cents.)	//a	Project 10 00 A.M.
(Supplementary mail on board up to the	Coromandel	Registration 10.00 A.M. (Registration, with late
time fixed for departure of the mail.		fee of 10 cents, up to
Extra Postage 10 cents.)		10.45 A.M.)
	11	Letters 11.00 A.M.
Port Darwin, Thursday Island, Cooktown,	Changeha	Saturday, 9th, 5.00 P.M.
Townsville, Brisbane, Sydney & Melbourne		
Amoy and Manila	Diamante	Tuesday, 12th, 3.00 P.M.
Singapore, Penang and Bombay	Bisagno	Wednesday, 13th, 10.00 A.M.
		Wednesday, 13th, Printed matter and sam-
SHANGHAY, NAGASAKI, KOBE, YOKOHAMA,		ples 9.00 A.M.
HONOLULU and SAN FRANCISCO		Registration 10.00 A.M.
(Supplementary mail on board up to the	Pera	(Registration, with late
time fixed for departure of the mail.		fee of 10 cents, up to
Extra postage 10 cents.)		10.45 A.M.)
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	· · · · · · · · · · · · · · · · · · ·	Wednesday, 13th,
		Printed matter and sam-
EUROPE, &c., India via Tuticorin)		ples 9.00-A.M.
(Late Letters 11.05 to 11.20 A.M. Extra }	Kiautschou	Registration 10.00 A.M.
Postage 10 cents.)		(Registration, with late
		fee of 10 cents, up to
		10.45 A.M.) Letters, &c11.00 A.M.
Singapore	Socotra	Saturday, 16th, 11.00 A.M.
Sinkahara	SOCOLITICAL PROPERTY OF THE PARTY OF THE PAR	Monday, 18th,
	1	Circulars 8.00 A.M.
		Printed matter and sam-
EUROPE, &c., India via Tuticorin)		ples 9.00 A.M.
(Late Letters 1-1.10-to 11.30 A.M. Extra	Annam	Registration 10.00 A.M.
Postage 10 cents.)		· (Registration, with late
		fee of 10 cents, up to
	· · · · · · · · · · · · · · · · · · ·	10.45 A.M.)
	<u> </u>	Letters11.00 A.M. Wednesday, 20th,
		Printed matter and sam-
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,	, 1	ples 9.10 A.M.
VICTORIA and VANCOUVER, B.C.		Registration 10.00 A.M.
(Supplementary mail on board up to the	Empress of India {	(Registration with late
time fixed for departure of the mail.		fee of 10 cents, up to
Extra Postage 10 cents.)		10.45 A.M.)
		10.45 A.M.) Letters 11.00 A.M.
TO-DAY.	The Imperial Ge	rman Mail steamer Stuttgart,

Sale. Household Furniture, 20, Des Vœux carrying the German mails with dates from Road, Messrs. Hughes & Hough, 11 am. Berlin of the 14th ult., left Colombo on the 2nd TO MORROW. inst., and may be expected here on or about the 13th inst.

MERCHANT STEAMERS.

The steamer Oronsay, from New York and

The N.Y.K. steamer Wakasa Maru (Euro-

pean Line) left Singapore for this port on the

31st ult., and is expected to arrive here to-

The N.Y.K. steamer Hiroshima Maru (Bom-

and Mrs. Bourgy.

Per Jacob Diederichsen, from Haiphong. Dr.

Per Sungkiang, from Manils, Capt. Cranon,

DEPARTED.

Per Salazie, for Saigon, Mr. P. E. T. Hos-

Agnes de Jesus; for Singapore, Mr. J. H. Moore

Messrs. K. Brotherton and L. Young.

dec, F. Patenie and Rev. Descraques.

Straits, left Manila on the 3rd inst., and is

expected to arrive here to-day.

Sale, Stamps, Sales Rooms, Mr. Geo. P. Lammert, 2.30 p.m.

# COMMERCIAL.

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### VESSELS EXPECTED.

THE FRENCH MAIL. The M.M. steamer Ernest Simons, with the next French mail, left Saigon on the 3rd inst. at 5 a.m., for this port, and is expected here to-day.

THE ENGLISH MAIL. The P. & O. steamer Ballagrat, with the next English mail, left Singapore for this port on the 3rd inst., at noon, and may be expected here on king, Rev. Renier, Sisters Julia, Beroit and the 8th inst., at 6 pm.

THE GERMAN MAILS. and Capt. Dewing; for Bombay, Mr. P. B.
The Imperial German Mail steamer Kigu- Shroff; for Port Said, Miss C. Orwartz; for ischou left Kobe via Nagasaki and Shanghai Marseille, Messrs, de Broc, L. Gillet, Blanchet, on the 4th met., p.m., and may be expected here J. Bremner, F. Ancey, M. Landouar, J. Caraon or about the 12th inst.

HAN MATHEMAN	741	T THERE, Y	1
JOINT STO	CK S		
COMPANY.	PAID UP	QUOLITIONS.	Mi
Banks Hongkong & Sha	\$125	\$625,	Mr Mr Caj
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China Light' and Power Co., Ld }	\$20	\$20, nominal	Mr
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Penwick & Co., Geo		\$9, buyers \$55, sellers	Mr.
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hoat Co., Lid.		\$84, buyers	Mr.
Hongkong Hotel	\$50 \$25	\$139, buyers	Car
Hongkong Ico	¥50	\$184, buyers \$96, sales	Mr.
Hongkong Rope	\$50	\$180, sellers	Mr.
H. & W. Dock	\$20	<b>2290</b> .	Mr.
Canton	\$50	\$157:	Car
China Fire		\$35, sellers	Mr.
China Traders' Hongkong Fire	ACRES - B	\$55, sales & sellers \$365, sales & buy	Mr
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Land and Building-	. 1	-	Mr
Hongkong Land Inv. Humphroys Estate	\$100 \$10	\$103. \$13‡, buyers	M:
Kowloon Land & B.	\$30	\$34, buyers.	Mr
West Point Building Luzon Sugar		665, buyers' \$25, sellers	Col
Manila Invest. Co., Ld.		\$47, sellers	Mr
Mining— Charbonnages	Fcs. 250	<b>6</b> 325	Mr
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Queen's Mines, Ld	¥5.	Loants.	Mr
Do. B	\$4	nominal	Mr
Punjom		#32, sellers \$14, buyers	Mr
Raubs			Mr
New Amoy Dock	\$63	\$25.	Mr
Powell, Ld		\$55. \$10, nominal	Mr
Robinson Piano Co.,Ld.		\$50, nominal	M
Steamship Coys.—	1 \$50		Mr
China and Manila	\$50	662, buy re	Mr
China Mutual Pref.	. 27.10	£10, buyors £7.10, sellers	Lie
Do. Douglas Steamship	£ŏ.	£5, sellers -	Mr
H., Canton and M	\$15	\$35, gales & buy.	
Indo-China S. N ShellTransport and )	*	\$100, sellers	Mr
Trading Co	£1	£2, 12s, 6d., buy. \$24j, sales	Mr
Star Ferry	810	\$91, sales	Mr Mr
Tebrau Planting Co United Asbestos	\$5	\$1. \$9, buyers	Mr
Universal Trading		\$15.	Mr
CHILIDIAN TUNNING J	A	A	120 1

### \$10 \$16, sellers Watson & Co., A. S. ... VERNON & SMYTH, Brokers. THE WEATHER. CHINA COAST METEOROLOGICAL

REGISTER, 3rd NOVEMBER, P.M.

\$20 \$191, sellers

\$10 \$10.

Universal Trading

Co., Ld......

Wanchai Warehouse...

Watkins, Ld .....

bay Line) left Shimonoseki for this port on							<u> </u>	-
	-		red. to sea lovel and 320 Fahr	4	1	Wit	ıd,	1
the 2nd inst., a.m., and is expected to arrive	1	Hour.	E P B B	8.0	Humidity	-	-	enthe
here to-day.	STATION.	. 3	日本学品	台幕	.3	0 4	1 0	골
The Q.S.S. steamer Achilles left Singapore		H	9 4 5	122	3	Uirec.	15	2
for this port on the 1st inst., a.m., and is ex-			2 2 2 2	-	Ħ	5 =	. 0	=
pected here to-day.	Widewastook	0 -			-			
The H.A.L. steamer Suevia, from Hamburg,	Vldivostock	2 p.		1	-	1 70		
left Singapore for this port on the 31st ult., and	Tokyo	33	30.30		-	1.8	4	
	Kochi	** 89	30.31	1	_	***	2	
may be expected here on or about to-day.	Nhgasaki		30.34		-	31	6	-
The steamer Afridi, from Europe and Straits,			30.31	-	-	32	13	1 —
left Singapore on the 3rd inst., and is expected		1 p.	30.24	1	<b>-</b>	. I	8	1 —
to arrive here on the 9th inst.	Taichu	2.0	30,08	-	-	W	2	-
The O.S.S. steamer Glaucus left Singapore	Tainan	13	30,09	_	_	W	14	_
on the 4th inst., a.m., and is due in Hongkong	3 4		30.08	1	1	NE	8	
on the 9th inst.	Pescadores	i	30.14	1	_		1.	ž.
AND A STATE OF THE	Gutzlaff	9 30	30.49		71	H		1
The N.P. steamer Clavering sailed from		1		61		4	Z	by
Port Arthur for Hongkong on the 3rd inst.	Sharp Peak		30.26	4	78	1	14	D
The E. & A. steamer Eastern, from Sydney,	Amoy	30	30.21	74	63			G
&c., has left Port Darwin for Timor, Manila	Swatow	32	3 1.23	1	_		1.1	C
and this port, and is due here on the 11th inst.	Canton	13	39.18		82		3	c.
	Hongkong	4 p.	30,15	73	55	E	12	Ь
The C.P.R. steamer Athenian arrived at Yoko-	Vio tia Peak		-	_	-		ī	1 -
hama at 6.30 a.m., on the 5th inst., and left again	Gap Rock	1 70	30.14			END	; =	.90
at 2 p.m., same day, for Kobe.	Мисао		30.15	75	: -	N	1	
The N.P. steamer Braemar sailed from Tacoma	Haiphong		-	-			1.	b.
for Japan and Hongkong on the 11th ult.	Manila	1 5	29.88	70	92		- T	-
The steamer Hillglen left New York for Straits,	Manufacture sarpe	4 p.		79	20	1	O	od
	Mainte	9 P.	_		. —	25	1	od
Hongkong, China and Japan on the 22nd Sept.	Bacolod	120			-	N	4	a
The N.P. steamer Duke of Fife sailed from		29	29,91			ME	2	or
Tacoma for Yokohama on the 17th ult.	Cebu	20	29.78	R4	-	N	2	
The C. & O. steamer Kvarven left San Fran-	C. S. James	10	_	[ —		-	-	
cisco for this port via Moji on the 19th ult.	*·		OVEMB	ER		1	1	
The N.P. steamer Wyefield sailed from				4	<b></b>			
	V'divostock		****			!	-	-
Tacoma for Hongkong via Vladivostock and		to a:	30.49	_	-		4	
Port Arthur on the lat inst.	Kochi		30,39		-	1	0	-
	Nagasaki	20	30.39		-	į.,	0	
	Kagoshima	70	80.39					
STEAMERS PASSED THE CANAL.	Taiboku	5 B.	30.27	_				
OUTWARD.—1st Oct.—Asama, Zafiro. 11th—	Taichu		30.13			-	O.	
Achilles, Afridi, Wakasa Maru. 15th-	Taman		30.13	Į.	_	1		. 2
Acara, Ballaarat, Denbighshire, Nurnberg,	Koshuu		30,12	i '		-	6	
Sheekeing 1945 Oleman Ol	Pescadores				-	· 18		
Shaohsing. 18th - Glaucus, Glangarry,		10	30,17		_	NR	3	-
Bencleuch, Kumano Maru. 22nd-Arago-			Fire at a		70.00	-:		-
nio, Kanagawa Maru, Serbia, Dagmar. 25th	Sharp Peak		30.34			A second		
-Ixion, Stuttgart, Calliope, Neptune, Ville	Amoy	. 80	30.27	4	70	1		
de la Ciolat, Seneca. 29th-Ping Suey.	Swatow		30.30	72	-	NÚ	2	c
Athol. 1st Nov Indrani, Deucalion,	Canton		30.23	71	80		2	-
	Hongkong.	10 a,	30.25	73	55 .		. , ,	
Hupeh.	Vintan Poul		-		-	1	- 1	
HOMEWARD.—15th Oct.—Banca, 25th—Bom-	Can Rock	<u> </u>	30.27	_	_	ENB	- 1	
bay. 29th-Andalusia, Preussen. 1st Nov.	Macne	7	30.25	75			7	12.
-Oresten, Mogul.	Haiphong	70		10	-	NE	1	<b>b</b> .
ARRIVALS AT HOME.—18th Oct.—Stentor, 22nd	Manila	100	i			-		-
-Melpomene, Prinz Heinrich, Hudson.			30.0 -	79	92	-		
	Malate	A IF	- ]		-	W	1	0.
25th-Arara, Indus. 29th-Bahia, Witte-	Bacolod	28			_	NKA	2	b
kind, Tamba Maru. 1st NovAnnam,	· floilo	"	29.95	87	-	-	0	-
Idomereus.	Cebu	,,	29 94	84	_	N	2	C
	C. S. James	7 a.		- !	-	NE	1	0
	1-1	ì		1			~	
PASSENGERS.								
	On the 3rd at							

The high pressure area remains central over N China, and from monsoon prevails along the coast and very strong mon-soon in the N part of the China Sea. Forecast: Fresh NE which; fine, On the 4th at 12.5 pm.—Brometric changes are unimportant. The anticyclone still lies over China and Japan, and gradients continue moderate with fresh monsoon along the China coast, and very strong monsoon over the N part of the China Sea. Forecast :-- Fresh NE winds; fine.

MESSRS FALCOUR & Co.'s REGISTER, 5th Nov. Barometer 9a.m., 30.03 Therm. 9a.m. (Wetbulb)68 Barometer 1P.M. .. 30.03 Thorm. 1F.M. (Wetbulb) 37 Barometer 4 P.M. 30.00 Therm. 4 P.M. (Wetbulb) 67 Thermon, 1 P.M ... Therm. Minimum over 

SHARES.	VISITORS	OVEMBER 6TH, AT HOTELS.
	Mr. W. H. Anderson	Mr. H. Hooker
P. QUOTATIONS.	Mr. D. A. Andrews	Mr. & Mrs. Howkins
\$6.25.	Tillian diament	Mr. W. Kerfoot Hughes
\$625, b'don £63, 78, 6d. 158.	Capt. Ansaldo	Mr. A. N. Huko
1 158.	Mr. H. Arnold	Mr. Jamieson
I nominal	Mr. W. S. Balley	Mr. & Mrs. E. Johansen
The interior	Mr. B. J. Barlow	Mr. & Mrs. E. S. Joseph
3 \$274, sellers	Mr. F. C. Barlow	Mr. E. A. Katach
527, sellera	Mr. J. T. Bell	Major H. S. King
L. Jib, sellera	Capt. & Mrs. Benson	Mr. J. Kirkwood
1 \$1.10, buyers	Dr. Beringer	Mr. N. Lazarus
0 626.	Mr. W. P. Biddle	Major R. P. Litledale.
5 338.	Mr. J. Black	R.E.
	Mr. T. E. Blaxland	Mr. Gordon MacKie
0 \$20, nominal	Mr. A. Bonner	Mr. W. McLaughlin
O DUF.	Mr. Hesustow	Captain and Mrs. E. E.
∨ ≱ւսն.	Major and Mrs. W. B.	McLellan
	Brown, R.E., and 8	Mr. Marlow
\$500, nominal	childern	Mr. Michael
	Capt. W. Browne	Mr. & Mrs. Milton
0 550, nominal	Major Buttanshaw	Mr. W. Parfitt
1	Mr. D. H. Cameron	Dr. W. W. Pearce
Tls. 46, buyers	Mr. W. H. Carey	
0 Fls. 324.	Dr. F. Clarke	LieutCol. Phayre
U Ils. 50, buyers	Mr. G. E. Cole	Mr. A. J. Pitcher
0 IIs. 200.	Mr. J. S. Colson	Mr. H. Prico
0 Ils. 11.	Mr. J. J. Consell	Capt. Radcliffe, R.E.
0 Si31, buyara	Mrs. Davies and child	Mr. C. S. Radford
89, buyers	Mr. P. C. Danroche	Dr. L. R. Beel
5 \$55, sellera	Mr. G. M. Discombe	Mr. C. Schouw
0 5-21, buyers	Major Dorehill, R.A.	Mr. P. W. Sergeant
0 \$50.	Capt. & Mrs. Dunsford	Mr. A. E. Simpson
0 5140, buyers	and child	
13. buyarı	Major P. S. Dyson	
501, sales & buy.	Mr. F. W. Edwards	Mr. Somerville
6280, buyers	Mr. & Mrs. Fearon and	Mr. D. G. Taylor
	daughter	Mr. H. M. Tibbey
\$84, buyers	Mr. & Mrs. Fernald	Mr. A. Valintine
5139, buyers	Capt. & Mrs. Fortenth	
5184, buyers		Mr. W. Walsh
₩96; sales	Mr. Kennedy Gibson	Mr. A. E. Waters
\$180, sellers	M. J. Chovar	Mr. and Mrs. Frank W
0 5290.	Mr. A. Graurella	Watts
	Mr. John Grant	Mr. D. W. Welch
0 \$157:	Cupt. and Mrs. W. W.	Mr. W. J. G. Whiley
585, sellets ?	Greene	Mrs. A. M. Whitton
553, sales & sellers	Mr. B. E. Hanson	Lieut. & Mrs. Bagnall

Whitton Wild Wrs. Bagnall r. & Mrs. A. Harris r, J. A. Hawkins Mr. J. J. Woollen Mr. & Mrs. H. Taylor L.R. G. Heckford pt. Holmes Wright pt. Hopwood Mr. A. L. Young PEAR HOTEL. Mr. M. N. Jeffries r, T. F. Baulton

ir. James Heattie ir. J. W. C. Bonnar Mrs. & Miss Marchesr. H. F. R. Brayne Mr. R. Martin dopial L. F. Brown, Mr. A. J. May Mr. A. B. McDermott r. G. Brusse Mr. & Mrs. Miller r. & Mrs. Allan Came. Mr. and Mrs. Newman Mumford & children ol. A. W. Collard ir. & Mrs. J. L. O'Con-Major Osborne, R.A.

Mr. John Pitt, E.N. ir. A. G. Coppin clonel Crockenden Hon. H. E. Pollock Hon. E. Mur. ay Rumr. & Mrs. Geo. H. Dann say, R.N. r. W. Davies Mrs. Bower Ir. F. H. Dixon Capt. Sheldrack r. W. B. Dixon Mr. A. Sinclair r. J. S. Ezekiel Mr. A. G. Stokes r, Andrew Forbes Mr. J. S. Thomson r. Andrew Gaffney Colonel Wheeler ajor Hamilton Mr. W. H. Wheeler

r. J. von Houten Mrs. W. Wilson & child out.-Colonel Hughes, Miss Wood B.A.M.C. Dr. and Mrs. Lateson r. & Mrs. W. F. Inglis . Wright and children. CHAIGIEBURN HOTEL.

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Mrs. W. J. Mathews

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Mr. J. H. Moore Mrs. Worsley WAVERLEY HOTEL. Mr. A. Armytage Bake- Lieut,-Colonel Koe Mr. W. P. Lambert Mr. J. P. Cottam Mr. Benito Mestros Mr. N. K. Davidson Mr. M. S. Northcote Mrs. H. C. D. Frampton Mrs. Betallick Mrs. Hamilton . Mr. N. S. P. Trimin : Miss Hutchings

HONGKONG REGISTER

	day 4 p.m.	On date	On date
Baronseler	50.16	30.19	\$3,07
Temperature	. 72	72	72
Lumidity	65	. 03	87
Direction of wind	E /	E	E
Fe 198	2	2	2
Weather	0	0	C
Kain		_	

Hongkong Observatory, 5th November.

HONGKONG TIDE TABLE. From 5th to the 12th November.

Hon Water.			LOW WATER.	
Vest.	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height,
	ի, ա	i, in.	h, m,	fi. in.
Taes. 6	m 5 6	9 10	m 11 32	0 7
Wed. ; 7	m 614	3 7	m 0 12	1 10
Thurs8	m 7 to 7 2d 4	3 B	m 0 50	1 3
Fri. 9	m H H. 7 54 a	3 4	m 1 43	0 V
Sat. 10	19 · 0 · 0 · 8 17 a	3 3	m 2 21	9 3
Bun. 11	m 3 45	7 2 5 5	m 3 3 2 16 a	-0 I
Mon. 13	m 10 25	3 0	m 3 40	-0 6 1 4

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